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# THE BLACK DIAMOND

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## General Review of the Markets.

Restriction of purchases by industrial and transportation companies to actual current needs, the beginning of the vacation season causing a further curtailment in the already meager domestic market, and the falling of the national holiday in the middle of the week, have combined to make the week now closing a quiet and uneventful one in the coal trade. While the form of keeping offices open has been kept up, except on Independence Day itself, very little more than the sheerest routine business seems to have been transacted in most quarters. Even those markets which have been showing the most strength and which expect a continuance of as good or better business, have joined in the general relaxation of the first week in July.

In the east particularly it seems to be expected that this quietude, always characteristic of the season, will continue through the month. This is so taken as a matter of course that it is not regarded in the least as being indicative of any unusual or disastrous condition of affairs. In the west, however, the week, in its general flatness, has been such a repetition of many preceding weeks that it has simply added that much to the dissatisfaction of men accustomed to continuous activity and who hence feel keenly the long-enforced period of stagnation. Had the run of business through June been as good, week by week, as on the seaboard the brief respite would have been welcomed.

From present indications no marked improvement in business need be looked for prior to the middle of next month. Then the more forehanded domestic consumers, those who are not forced by their circumstances to buy their coal a little at a time through the winter, will begin to anticipate their future needs with more effectiveness than now, and their orders will commence flowing in to the retailers in large volume. As the stocking of coal for winter use by the domestic trade has thus far been much below normal in most parts of the country, when the movement does begin it will be sufficiently strong and urgent to tax facilities. This prospect is already causing the far sighted to talk of an approaching car-famine equaling, if not exceeding, anything of recent years.

The anthracite trade is in such large proportion a domestic proposition that the increased reluctance of consumers to buy early in the season is making the trade more and more quiet the country over. This has been true in the west for so many weeks that the condition has become chronic. It has been the east which has kept the mines running and the cars moving. But now the markets there, which have been taking the anthracite output in good quantities and in some instances clamoring for more, seem to have about reached the limit of rapid absorption. They are reporting at best a fairly steady but only light demand, with a further falling off sure to result from the further advance in price, and continuing slack until necessity compels heavier buying.

It had been expected that this natural falling off in the seaboard and all-rail trade would be offset, at least in part, by increased demands for shipment by the lakes. Instead a decrease is reported in this demand. Shipments by lake from Buffalo in June were nearly 61,500 tons below the same month last year, and the consignments for the past week aggregated only 57,700 tons, all taken by only six ports.

### Temporary Shutting Down of Anthracite Mines.

With this general decrease in absorption, added to the fact that steam sizes are in so much lighter demand as to make their storage burdensome, it is obviously an act of wisdom on the part of the collieries to make a radical restriction of production. Several have shut down for this entire week, and all for a part of the week, with a

possibility of a longer suspension on the part of at least some. The dropping out of a single week's production will give great relief to the market, and even after resuming work it is likely that there will be considerable restriction during the remainder of the month.

All reports from western markets concur in the statement that what little life was left in the anthracite trade disappeared with the July change of price. The all-rail shipments continue very light, but even at that it is sufficiently difficult to place the coal as it arrives, and efforts to crowd the market meet with little success.

### Reports From the Bituminous Trade.

The chief strength of the bituminous market for Pennsylvania and West Virginia products is to be found in the heavy demands of the lake business. Coal is moving to the lake ports in large volume, it being realized that steady and continuous work will be necessary in order to get forward enough coal to equal the available consumption of next winter, before navigation closes. Large as is the dock capacity at the upper lake ports, it is estimated that they must be emptied and refilled from two to three times if the fullest advantage is taken of prospective demands.

Prices, outside certain depressed centers, are reported as being well maintained. This is true in a noteworthy degree of the smokeless coals which have held so absolutely firm that rumors are afloat of an increase in price earlier in the season than usual, possibly quite in advance of September first.

Hocking coal has been moving to the lakes in heavy quantities since the Ohio resumption of work, ostensibly and really to make up for lost time. But an added reason is now given in the reappearance of the strike cloud. It was understood that the tentative resumption of work by the miners was to be made permanent by means of district conferences in which the two parties were to meet in a conciliatory spirit and adjust the differences remaining after the acceptance of the scale of 1903 by the operators. It was supposed that this great concession was to be reciprocated by the miners through the withdrawal of other conditions heretofore prevailing, and which the operators had found too onerous to be borne.

Instead of this the miners came up to the Wheeling conference in a stubborn, not to say defiant, mood. They took the concession of the 1903 scale as a settled matter for which absolutely no return should be asked or expected, and stood obstinately for a renewal of all the objectionable conditions of the agreement of 1903. After holding the operators three days in fruitless discussion the miners further announced that even if they wished to make further concessions, their instructions would make this impossible.

The East Palatine and Washingtonville district conference at Salem ended in a similar manner, and no better result is hoped for from the Massillon district conference this week. The outcome of this all-round disagreement is still uncertain, but it is feared that the strike will again become general. Reports indicate that in such an event another stubborn fight will ensue, with many mines going at once onto a straight non-union basis.

The western bituminous market has not developed anything startling or even new. The stagnation as to demand and the low fluctuating prices of the last few weeks have simply continued to be the predominating characteristics, with the outlook for the immediate future too uncertain to make it safe ground for prophecy. According to some close observers of the market and of the conditions which affect it, by the middle of the month most western railroads and also the large industrial plants will have their stock piles exhausted, and begin heavy buying. The general opinion is, however, that no radical change can take place for several weeks.



# Reports from Leading Coal Markets of the West.

OFFICE OF THE BLACK DIAMOND,  
CHICAGO, July 5.

No single event of noteworthy or overwhelming importance has occurred in or about Chicago, or in connection with the western coal trade to disturb conditions or to cause even a ripple in the general state of dullness, not to say stagnation which has prevailed for several weeks in most branches of the trade.

Prices on most of the eastern bituminous products have remained fairly steady, but the open market prices on the western and especially Illinois coals have continued weak and fluctuating. Contracts continue to be closed up, and in some quarters substantial progress seems to have been made in this direction. The anthracite demand, after a flurry during the closing days of last month, immediately dropped back to its former state of sluggishness. Production in the western bituminous fields is still in excess of the supply healthy for the debilitated market, although it is far below the normal, not to say the possible producing capacity of the mines.

## Efforts to Force Market Useless.

As the unavoidable result of excessive production and the consequent necessity for finding a place for the product, efforts to force the sale of coal at this time of year on the part of producers and their Chicago selling representatives have resulted in a ragged market on nearly all western coals and on some of the more eastern bituminous descriptions, with prices variable from day to day and almost from hour to hour, creating a wide range of values in current trading. Hocking and smokeless coals are offered on circular basis and have been successfully held there, and possibly one or two other descriptions, held in control because of a limited number of producers, have remained firm. But the raggedness heretofore largely confined to western coals has begun to have an effect on their eastern competitors, making the market difficult to gauge in some of its features.

As to the total volume of business which has been transacted, there seems to be as much difference of opinion as there is variation in prices. Some of the leading factors complain of unusual quietness, while others maintain that they have received a larger number of orders during the past week than they did during the period immediately preceding. The latter class, however, are in the minority. Probably it is correct that where extraordinary efforts have been put forth in getting after business, backed by sufficient capital and the right brand of business methods, results of a certain sort have been obtained, and probably satisfactory results if the work was done outside Chicago and its immediate environs. Generally speaking, however, the past week has been a quiet one, and the aggregate of the volume of coal tonnage handled in a way not detrimental rather than beneficial to genuine trade interests has not been all that could have been wished, even after making all due allowance for the loss of a day or more by the intervention of the national holiday.

## Opinions as to Prospects of Betterment.

Opinions as to the probability of betterment in the near future are as much at variance as are the statements as to satisfactoriness of present prices and volume of sales. If numbers count, the outlook for the next six weeks is anything but desirable, the majority in the trade evidently seeing but little reason for expecting any decided change in market conditions short of the middle of next month, if prior to September first.

On the other hand, several authorities concurred in basing hope on the reduction of the stock piles which have been the constant drag on the market since their accumulation in March. These observers state that most of the railroads, throughout the summer thus far, have been off the market or at best have been but insignificant factors on the market, preferring to draw upon their immense stock piles

until they were nearly or quite cleaned up.

These more hopeful observers say that the railway stock piles are now nearly exhausted, and that they will have largely ceased to be a factor by the first of the coming week. One or two leading systems are reported as already being inquirers for early supply, with the others expected to follow in the course of a few days. It is believed that this will help the Chicago market if producers will be content to turn their surplus output on the present basis over to the railroads, without letting this new market inveigle them into an expansion of production sufficient to counterbalance the gain.

## Stock Piles Nearly Exhausted.

Regarding the stock piles accumulated in the spring by the large industrial consumers, the same authorities believe that another week's inroads on them will reduce them to insignificant proportions where they remain at all. Hope of increased demand for coal is based on this estimate coupled with expectation of continued prosperity in the manufacturing trades. In connection with these greater outlets for product, the threshing trade is now beginning to come in, and for the next few weeks will contribute an appreciable volume of business.

Apart from the lightness of the demand, which, in fact, should have been met by a corresponding curtailment of mining, the chief cause of the unsatisfactory and unprofitable condition of the Chicago market is to be found in the dumping onto this market of all surplus product, resulting in a volume of coal going to demurrage sufficient to upset all calculations. It is this car-service stock which has played havoc with the stability of prices and sent many of the usually steady buyers into the bargain-hunting class. The effect thus produced is altogether disproportionate to the amount of coal actually on the tracks, which is not so great but that if, as pointed out above, the producers will go a little slower than the next increasing demand in increasing output, they can readily put an end to the demoralization of prices.

## Chicago Conditions Not General in West.

Producers do not think of sending consignment coal to the other cities and towns of the west as they do to Chicago. Shipments to these points are made only in fulfillment of actual orders. The conditions prevailing in Chicago therefore do not extend outside the immediate vicinity of this city. The general state of the coal trade in the central west, Chicago apart, is said to be good for this season, keeping up with the normal record of previous years. As old contracts expire little more than the usual time and effort is required to negotiate renewals, and at prices seemingly satisfactory alike to wholesaler and customer.

In Illinois coals the market of the last seven days has been especially weak. Over production has been quite general and the bulk of the car-service coal on the local tracks has originated in the mines of this state. Doubtless many operators would be glad to make a further reduction in the volume of their production, did they not believe that they have already reached a minimum, reduction below which would mean the drifting away of their miners to other fields, leaving them short-handed and unable to secure a sufficient number of hands when business does revive later in the summer. So, while expecting no material improvement for some weeks, they feel obliged to keep on at the present pace, selling as best they can under the circumstances.

## Wide Range of Western Prices.

The Springfield product shows an especially wide range in the prices quoted. As nearly as can be stated under existing conditions, the standard basis of prices runs about as follows: Six-inch lump, \$1.25@1.40 f. o. b. mine, or \$2.00@2.15 f. o. b. Chicago; one and one-half-

inch lump, \$1.10@1.20 f. o. b. mine, or \$1.85@1.95 f. o. b. Chicago; one and one-half to three-inch nut, \$1.20@1.30 f. o. b. mine, or \$1.95@2.05 f. o. b. Chicago. These prices are said to have been fairly well maintained on contracts and in territory outside the influence of local Chicago conditions, but in this city they have scaled down from these figures through a wide range, \$1.55 f. o. b. Chicago being a not unusual price for inch and a quarter coal when subject to demurrage charges.

Similar variations are to be found in southern Illinois products, according to whether sold in Chicago or outside, and whether on contract, on open market, or at demurrage. Standard quotations for the prepared sizes range from \$1.15@1.40 f. o. b. the mine, or \$2.15@2.40 f. o. b. Chicago; smaller sizes, \$1.00 f. o. b. mine, or \$2.00 f. o. b. Chicago; run-of-mine, \$1.15 f. o. b. mine, or \$2.15 f. o. b. Chicago; screenings, 70@85c f. o. b. mine, or \$1.70@1.85 f. o. b. Chicago. Northern Illinois operators, finding the larger part of their market outside Chicago, are not as much affected by local conditions as the rest of the state. They are maintaining their prices, as previously quoted, and report a constant though slow improvement in business, with conditions not yet back to normal. This is for outside trade. As they find the Chicago market flat and overloaded with consignment shipments, they say they prefer not to attempt any volume of Chicago business rather than to plunge into price cutting.

Indiana producers seem to be continuing their policy of restricted production, at least, comparatively little is heard of the Indiana article at a time when "the less said the greater virtue." With the strike settled in the block coal field, this product is coming onto the market, and is quoted at \$2.25 f. o. b. mine.

## Continuous Firmness of Smokeless Market.

The standard coals of the smokeless list are second only to anthracite for firmness in the maintenance of prices. The larger part of the output from the mines is going to the lakes, the all-rail trade being supplied merely in sufficient quantities to meet the actual needs of the quiet trade of this season of the year. The predicted shut-down in the New River district was put into effect on Monday, but will only be of short duration. Current prices for standard grades are: run-of-mine, \$1.25 f. o. b. the mine, or \$3.30 Chicago; egg and lump, \$1.50 f. o. b. the mine, or \$3.55 f. o. b. Chicago. The Chicago market is reported as entirely free of car-service coal.

Of West Virginia splint coals it is also reported that there has been none on demurrage in this market, making it possible to maintain steadiness in prices. The market is quiet, but said to be a little better than on this date a year ago. Winifrede lump and egg are held at \$1.65 f. o. b. the mine, or \$3.55 f. o. b. Chicago. Standard Kanawha grades, three-quarter inch, \$1.25 f. o. b. the mine, or \$3.15 f. o. b. Chicago, and one and one-half inch \$1.35 f. o. b. the mine, or \$3.25 f. o. b. Chicago.

Youghiogeny and Fairmont coals have been in light demand of late, and there has been a somewhat excessive shipment to this market, this at once becoming apparent by its effect on prices currently asked. Quotations on these coals have been: Youghiogeny run-of-mine, 80c@90c f. o. b. mine, or \$2.70@2.80 f. o. b. Chicago; three-quarter inch, 85c@ \$1 f. o. b. mine, or \$2.75@2.90 f. o. b. Chicago; Fairmont three-quarter inch, \$2.75@2.90 f. o. b. Chicago. Some sales, however, have been made at prices well under these figures to save loss from demurrage.

All-rail shipments of Hocking are reported as somewhat difficult to secure, even for the light demand locally at this season; the circular price therefore of \$3.15 f. o. b. Chicago for one and one-fourth inch Hocking has been readily maintained.

Anthracite shipments to the west by all-rail routes continue light, the large part of the product moving westward being deflected to the shipment by the lakes to the northern



docks. The demand of a week ago seems to have been, as was expected, merely a temporary flurry due to the approaching end of the

month. The state of the trade has dropped back to its previous condition, and the universal complaint of the shipping agents is that

demand is very dull, that it is useless to try to drum up trade, and that they see no prospect of material betterment ahead for several weeks.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND.  
PITTSBURG, July 5.

No change has occurred in the general coal situation during the past week of any great importance. A holiday week, for some days before and always for a number of days following the holiday, is a dull week. The average coal miner in the Pittsburg district is very patriotic; it takes him several days to get ready for such an event as the "glorious Fourth," and an uncertain number of days to get over that great day of days. A case in point occurred near Pittsburg recently. A lot of men in preparing to celebrate wanted to lay off; the superintendent demurred; he said that five or six men were enough to get the celebration up, and didn't think it necessary for half the men at the mine to be on the committee. The committee had been appointed, and as true and loyal citizens, and as befitting to such an event as the nation's birthday, they proposed to serve on the committee; the more serving on the committee the better the celebration. As a result the committee quit work; the superintendent stopped operations; the committee was enlarged until it included about every man in the mine, and they started in to serve on that committee, "to get up a celebration for the Fourth of July." The presumption is that they are still serving on the committee, and will continue to do so for some days to come.

In addition to the usual delay in starting up after a big holiday, there are some labor troubles in the district which, although not serious, are annoying to the mine owners. About eight hundred men are still out on the Allegheny Valley railroad mines near the city, and there is but little hope for a speedy settlement unless the men will listen to argument. They seemed to be determined to strike whether or no when they went out, and are just as stubborn regarding a settlement at the present time. Some seven hundred men are out at the River Coal Co. mines, a strike which occurred from trivial causes. It is not anticipated, however, that this latter lot of men will remain out long.

### Scarcity of Desirable Labor.

Labor continues to be scarce. It is possible to get a certain kind of men, but not the proper kind. The mills, furnaces and the great majority of the small manufacturing plants are all unusually busy for this time of the year. This, of course, makes the demand for fuel keep up, but it also makes a drain upon labor.

There has been no river stage for at least a fortnight, and the prospects are that none will arrive for some days to come.

The car supply continues to be unsatisfactory. On some lines of road cars are plenty, and on others they are scarce. Operators are forced to keep everlastingly pegging away at the distribution clerk of the road to get a proper supply of cars for their needs.

Although there have been some things to discourage of late among the coal operators, they all are hopeful for the future, and say that it might have been worse. Some specimen remarks heard recently are: "A man ought to make money in the coal business," said a prominent coal official this week, "and good money and plenty of it." "I don't know of any business on top of ground, or rather under the ground, that at times presents so many discouragements," said another.

### Only Slight Changes in Prices.

There is but little change in prices to note since a week ago. The general tendency of prices is toward a slight increase over the figures given last week. Run-of-mine coal, an average price is \$1.10 per ton, f. o. b. the mine. This is a shade stronger than last week. Lump coal is still selling at from \$1.25 to \$1.40 per ton, f. o. b. the mine, which are the same prices quoted a week ago, and three-fourths inch also remains at the same price as last week—viz., \$1.20 to \$1.30 per ton, f. o. b. the mine. Slack is higher, most of the sales being made at 75 cents, and the range

of prices being from 75 cents to \$1 per ton, f. o. b. the mines. The demand for all grades continues good, and the demand for slack is strong. On all kinds the supply is up to the amounts required, with but little overplus stocks.

The coke market continues in a very satisfactory condition. Furnace coke is selling for from \$2.45 to \$2.60 per ton, f. o. b. the ovens. This is a shade less than the prices of last week. Foundry grade is quoted at from \$2.85 to \$3.00 per ton, f. o. b. the ovens, which are the same prices as it sold for last week. Soft coke is selling for \$1.30 to \$1.40 per ton, f. o. b. the ovens. On all grades of coke the demand is good, and the tendency of the market is stronger than a week ago.

The prices for both coal and coke for domestic use continue the same as last week's quotations, the demand for both being unusually good for hot weather.

The general situation of the coal market here shows improvement. But few complaints are heard, both as regards the number of orders received and the prices obtained for the product. Barring the usual discouragements incident to the business, the Pittsburg coal operators are satisfied with the outlook, and confidently expect that any change that may occur will be for their benefit rather than to their disadvantage.

### GENERAL AND PERSONAL NOTES.

Don't forget that the Pittsburg office of THE BLACK DIAMOND has been moved and is now located in the new Machesney building, No. 223 Fourth avenue, room 1204, Bell phone 2031 Court. We would be pleased to have any of our friends call and see us or call us up on the phone.

None of the boats of the Monongahela River Consolidated Coal & Coke Co. was in operation on the fourth of July. The company decided to give all the men a holiday. This order included the pool boats also.

Capt. J. Frank Tilley, of the claim department of the Monongahela River Consolidated Coal & Coke Co., left yesterday with his family for Kentucky and Indiana, where he will spend a number of weeks in resting up.

The Pryor Coal Co., of Washington, Pa., has begun the construction of a coal town near Avella, Washington county. The company recently secured several thousand acres of coal lands along the line of the Wabash railroad and will develop the property at once.

The completion of this dam will mean one step nearer the goal of the "On to Cairo" movement, which aims to give Pittsburg a nine-foot stage of slack water from the "Point" to Cairo the year around. This will be of incalculable benefit to all shippers of coal by the river route.

A number of officials of the Bower Hill Coke Co., of Youngstown, Ohio, passed through the city this week in a private car. They had been to Uniontown, where the annual meeting of the stockholders was held. Members of the party spoke hopefully of the business outlook for the coming fall and winter.

The Diamond Coal & Coke Co. is going to add another boat to its fleet, which will operate in the pools of the Monongahela river. The steamer Volcano is the new boat which has just been completed by the Parkersburg Dock Co. The new boat takes the place of the Axton, which was destroyed by fire last January.

Mr. B. S. Hammill, the genial and ever-courteous general sales agent of the Monogahela River Consolidated Coal & Coke Co., has a grievance, and although it pains him to do so, he has registered a "kick." Mr. Hammill is a great sufferer from a sore toe, yet he can still get after a coal contract, and generally lands it.

Drillers in sinking a well in Cross Creek, Washington county, near Pittsburg, this week, found the Pittsburg vein of coal to be sixteen feet thick. The drill penetrated the coal at a depth of 485 feet. If the same thickness holds

out throughout the Cross Creek section, a big advance in the price of coal land is expected.

Water in the harbor at Pittsburg and in the pools above the city is very low. There is no stage for shipments of coal to the south, and but little is being brought into the harbor from the upper mines. The river shippers of coal are anxiously waiting for another rise, and desire one more chance to ship before the usual summer tie-up occurs.

The supreme court has just handed down a decision in Philadelphia which is of much interest to Pittsburg. The decision declares that the Pittsburg Junction railroad can not use bituminous coal within the city limits. It is the intention of the authorities to compel, if possible, all of the railroads entering the city from using soft coal while the engines are in use in the city proper.

River men are preparing for a great day at Pittsburg about September fifteenth, when the government engineers promise to turn over the dam and locks at Coraopolis, known as dam No. 2, in the Ohio, as completed. The boat owners are making preparations for a monster boat parade on the day the dam is turned over for use. It is expected that over one hundred boats will take part in the demonstration.

W. W. Atterbury, general manager of the Pennsylvania railroad, is sending out circulars to each coal shipper on the line asking for information concerning any abuse or discrimination he may have knowledge of, or may have been subjected to. These circulars are the outcome of the promise of the Pennsylvania officials to prevent subordinates from becoming interested in coal operations which they might favor in the distribution of cars. These circulars will be sent to all shippers west of Pittsburg also.

It was learned yesterday that the Pennsylvania railroad's probing into records of car distribution for the past few years is not merely to furnish data for the courts, but is for the purpose of working out a new system of car distribution for all lines east of Pittsburg and Erie. Heretofore there has been much confusion regarding the allotment of cars for service. This matter is of vital importance to all coal and coke companies. The new system of distributing equipment will depend upon the capacity of the mines demanding cars and also upon the immediate wants of the companies desiring them.

The miners employed at the mines along the Allegheny Valley railroad, where the 1903 scale was not signed, are still on strike. Considerable bitterness of feeling has been engendered over the alleged action of the Pittsburg Plate Glass Co., which operates three mines at Creighton, in this region, and which is accused of turning over funds collected for injured miners to the hospital authorities. The men claim that the money was donated for the personal use of the injured, and that, as formerly, the company should settle with the hospital people, the men being injured in the company mines. This is one more reason, so the men state, for continuing the strike.

Not enough rain has fallen during the last few days to give the coal men a chance to send out more coal to the south, but it has given sufficient water in the Ohio to allow a good sized fleet of empties to get into the harbor and be distributed in the upper pools. There is much coal now in the harbor, and reports from the south are encouraging for coal shipments, as the supply of Pittsburg coal is said to be growing unusually short and prices are reported to have stiffened during the last week in Cincinnati and Louisville. River shippers of coal are anxiously waiting for another rise in the rivers, and as soon as it comes will send out heavy shipments.

The Democrats of Pennsylvania, not to be behind the Republicans in promising reforms and new legislation that will be of much benefit to all coal carrying concerns, have inserted planks in their platform to the following effect: "The pro-



hibition of transportation companies to engage in the mining of coal or other minerals." "The compelling of all common carriers to give just and reasonable rates to all shippers on their lines." "The prohibition of all rebates, discriminations or special favors to any shipper." It don't matter now whether a Democrat or Republican is elected to the office of governor of the Keystone state, the coal companies should be benefited, as both parties are under promise to legislate for their protection and benefit.

The Standard Steel Car Co., at Butler, Pa., is concentrating its business so that it will not only make all of its steel cars in the future, but will also make all the fittings of these cars, which it has been the custom in the past to secure in the open market. The company will soon be turning out its own steel and iron car wheels, and also bolts and rivets. The car company is increasing its output materially, and besides manufacturing the popular steel car for coal and coke, will soon be making the various forms of mail cars, baggage cars and passenger coaches, all of steel. The manufacture of car trucks will also be undertaken later on. Each new industry will mean an increase in the force of employes at the Butler works, and ultimately it will bring some thousands of additional workmen to that place.

The coke trade last week partly made up for the falling off during the previous week, production gaining nearly 1,000 tons, while the shipments picked up over 1,100 tons. Compared with the same period last year there is a gain in production of over 24,000 tons. The continued heavy coke business at this time of the year is due to

the fact that the iron trade is keeping up better than in previous years. As yet there have been no reports of furnaces blowing out, but on the contrary, new ones are being built. The week's production, estimated upon the number of ovens reported drawn, amounted to 271,743 tons, an increase over the previous week of 920 tons. The shipments aggregated 12,311 cars. Reports from the coke regions and from operators in Pittsburgh state that barring the scarcity of labor, the coke outlook has not been so encouraging for many months, especially so as the hot months are upon us, and usually a dull period is looked for during July and August. From present appearances the dull period will not occur this summer.

The H. K. Porter Co., manufacturers of mine locomotives at Pittsburg, has just secured the deed for the big property at Economy, Pa., which it bought a few months ago. Included in the site secured are 46,347 acres, and the price paid was \$115,000, or about \$2,500 per acre. In addition to this land the Porter company has an option on a large additional tract of ground adjoining the one secured. The property acquired has a large frontage on the Pittsburg, Ft. Wayne & Chicago railroad. No time will be lost in getting the foundations in for one of the big foundries of the company, which will employ 300 men. Early in the fall work will be started on the remainder of the group of buildings, and it is the intention of the company to have the entire plant finished in fifteen months. The company will give employment to 2,500 men, most of them skilled workmen, and as fast as the various buildings are completed the present plant in the city proper will be dismantled and the machinery moved to Econ-

omy. The new plant will probably be the largest locomotive works in the world. To provide cheap and modern homes for its workmen the Porter company proposes to build a large number of houses which it will dispose of to its employes only, and at such prices and terms as will enable every workman to own his home if he so desires.

"One of the most annoying and expensive things that we have to contend with in our business and one which the general public does not know about," said a prominent coal and coke operator, "is the time that is lost through the observance of holidays by the foreign element which we employ. At the present time the men we employ observe through the year fifty-nine holidays, and I learned today that one more would be added to the list. Think of it! Sixty days, two solid months; and, when you add to this the American holidays, and the loss of time from petty strikes or accidents, the number of actual working days is reduced down to a very small number." Continuing this operator related an experience which he recently had. "Some weeks ago I visited our coke ovens in western Virginia; on my arrival I found all the men dressed up in a 'biled' shirt and their store clothes, sitting around doing nothing; they were not carousing, they were just simply loafing. I found on investigation that the ovens had been charged over ninety-six hours and I couldn't get a single one of them to turn a hand until their holiday was over. I had to stand around and see the coke over bake until the next morning. The same is true regarding our miners, but the delays are not so expensive as with coke making."

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, July 5.

Nearly every coal office in Cincinnati was closed on the Fourth, most of the coal men quietly enjoying the day at their homes.

Without exception those interrogated about the condition of the coal market make the same statements, namely, that there is a constant tendency toward a continued improvement. They all think, too, that immediately after the Fourth there will be a further and more rapid improvement in the general market. They say that there usually is, and this year the conditions favor it. Many dealers throughout the territory of which Cincinnati is the selling center, are in the habit of stocking up soon after the first of July, and from the extraordinarily large number of inquiries that are coming in from small and large dealers, the producers and selling agencies of this city are firmly of the opinion that business will pick up very rapidly from this time forward, and that the volume of business for July will be very satisfactory.

### Prices Show Upward Tendency.

As to prices, the tendency is, of course, to increase them as the demand increases. In this connection it is in order to report that where last week nearly all the reputable dealers, or rather, the dealers and producers who produce high grade coals, were asking \$1.35 a ton for lump at the mines, this week finds the price increased to \$1.40 a ton at the mines. From present appearances \$1.50 will be the flat price before two weeks. Run-of-mine is also a little higher, ranging from \$1.00 a ton to \$1.20, and nut and slack is following in the procession with a minimum price of seventy cents a ton at the mines quoted today. These prices and conditions are exactly in line with the reports and predictions made from time to time in this department of THE BLACK DIAMOND. If there are dealers who have not taken advantage of the conditions it is their own fault.

Regarding the state of the smokeless coal market, it must be said that it has not been stronger in a very long time. The demand for domestic sizes of both Pocahontas and New River is daily increasing and the producers of these popular fuels are beginning to feel that the price of \$1.50 a ton is too low, though they are loth to raise it before the first of September.

Almost in the same breath, complaints came in that there is already a shortage of coal cars on both the Chesapeake & Ohio and the Norfolk & Western railroads. From this time forward this complaint may be expected every week until the end of the season.

### The Retail Market Prosperous.

The retail market of the city is in good condition. Many of the well to do residents are buying their coal for next winter as they should, when prices are low and when deliveries of excellent coal can be made in a short time. Prices are unchanged, standard lump being \$3.25 a ton delivered to families, Pocahontas and New River \$3.75, anthracite \$7.50, run-of-mine for steam purposes \$2.25 to \$2.75, and nut and slack for steam \$1.90 to \$2.25 a ton delivered.

As nearly as could be learned from a superficial survey of the situation, there is absolutely no change in the coke market. Furnace coke is worth \$2.50 a ton at ovens and foundry \$2.75 a ton.

### NEWS NOTES AND PERSONALS.

M. T. Roach, president of the New River-Kanawha Fuel Co., was a Cincinnati business visitor during the week.

Joseph H. Briscoe, assistant western manager of the Chesapeake & Ohio Coal & Coke Co., went to Put-In-Bay this week to meet a large number of his customers he seldom sees.

S. T. Lambert, president of the Mate Creek Coal Co., Matewan, W. Va., spent several days this week in Cincinnati, and was entertained by Chapman R. Hinsch, president of the Hinsch Coal & Coke Co., which sells the output of the former company.

The A. R. Budd Coal Co. has just completed the building of a new coal towboat which it has christened the Reaper. The boat was built at Marietta, Ohio, and will be used for towing coal from Pittsburg to Cincinnati. The new craft cost between \$25,000 and \$30,000.

The Big Hill Coal Co. of this city, suffered a loss estimated at \$4,000 a few days ago through the burning of its stables, which were located at Third and Culvert streets. Four large horses were burned to death, and a large quantity of

hay, grain, etc., also went up in smoke. The fire will in no way affect the company.

C. W. Poysell, manager of wholesale sales of the Marmet Coal Co., went to Put-In-Bay Tuesday night to be on hand early to welcome the delegates to the annual convention of the Wholesale & Retail Coal Dealers of Ohio. Mr. Poysell has not been in the coal business a great while, but he has made many friends in it, and has succeeded wonderfully in a business way.

The meeting of the coal operators of West Virginia and Ohio, scheduled to take place at Heidelberg, in the Kentucky highlands, one day last week, was more or less of a fizzle so far as numbers are concerned. A sensational afternoon paper got a tip that the meeting was to take place, and it spread upon it in a very sensational manner. This premature announcement, with wholly incorrect conclusions drawn, probably kept a number of coal men away from the meeting.

The eight prominent business men for whom warrants were issued last week for violation of the smoke ordinance, were in police court Tuesday morning, and were represented by some of the most talented lawyers of the city. The attorneys assured the court that they were there not to fight the law of the people, but to give assurance that their clients were doing all they could to abate the smoke nuisance. About forty witnesses had been summoned by the city, but after hearing a few the cases were all continued to September 28. In the meantime, the concerns against which action had been taken promised to do everything in their power to abate the smoke nuisance.

The H. T. Wilson Coal Co., whose headquarters are in Detroit, has recently been incorporated under the laws of West Virginia with a paid up capital of \$200,000. The officers of the company are, president, H. T. Wilson; vice-president, William Sweeney; secretary and treasurer, Edward R. Johnson; and general counsel, L. C. Stanley. This company has been wonderfully successful in introducing and establishing a permanent and growing market for Red Jacket coal in the Dominion of Canada and the states of Michigan and Indiana, in which territory it has the exclusive sale of the fuel mentioned. William Sweeney, the vice-president of the company, is a Cincinnati man, and is regarded as one of the best informed coal men in the entire country.



## The Coal Trade in Indiana.

INDIANAPOLIS, IND., July 5.—(*Special Correspondence*).—The Indiana coal trade seems to be running along pretty evenly in the usual summer rut, in fact, there is nothing out of the ordinary according to the views generally expressed by the operators and dealers. So far as the consumers are concerned, there is nothing to cause variation from their usual amount of summer buying. They passed through their period of excitement during the recent suspension and are now going along just as if the miners may never cause any more trouble.

Many consumers are laying in fuel for the winter and are taking advantage of the summer prices. The demand for hard coal is still very good, at prices around \$6.75 a ton. There are a few dealers who are selling a little under that but if the truth were known they probably are not giving the same weight as the other dealers. Although the coal exchange went out of business nearly a year ago, the so-called reputable dealers have the same scale of prices. They say that the cut-rate men are giving about 1,600 pounds for a ton, hence their low prices. The trade in soft coal has been slow during the last few days as many large factories are shut down for summer repairs.

### The Southern Indiana May Enter Chicago.

Among the operators there is a feeling of satisfaction over the report that John R. Walsh has finally arranged for the completion of his line from Terre Haute to Chicago. This line was expected to prove a boon to them last winter but Walsh's hard luck prevented him from completing it. If he succeeds in getting connection with Chicago before winter the Indiana operators will be able to get their coal to market in better condition. Heretofore they have had a

lot of trouble in reaching Chicago when there was a shortage of flat cars. This was especially true of the operators along the Southern Indiana road on whose freight the other companies frequently placed an embargo at Terre Haute. The new Chicago line will afford much better facilities than the Indiana operators have ever had in getting to Chicago.

The Indianapolis Southern is now getting in good shape and expects to have its line extended to Switz City and Linton by winter. It is running cars to Bloomington and a large force of men is working between there and Linton. This line will be a great feeder for the Indianapolis trade.

The Indiana miners' and operators' executive committee has adjourned after spending nearly a week considering some of the parts of the recent agreement over which there was a dispute. It is believed that their efforts will result in a much better understanding and that there will be little trouble from now on.

The contract for supplying coal for the Indiana reformatory at Jeffersonville for the ensuing year has been let to the E. D. Seales Coal Co., of Louisville, at \$1.45 a ton. The company is to supply coal from its Indiana mines along the Southern road in Warrick county. The nearest bidder to the Seales company was E. T. Slider, of New Albany, who offered Pittsburg nut and slack for \$1.87. The Indiana companies were enabled to bid for the contract on account of a recent decision of the railway commission reducing the freight rates on the Southern.

The Vandalia Coal Co. has been awarded a contract to furnish the City Hospital with coal here until 1908. It will receive \$1.86 a ton, for Linton No. 4, mine-run. The freight rate on coal from the Linton field is sixty cents a ton.

at Bluefield to conduct a coke shipping agency. Several operations along the Norfolk & Western will give the company much business at the start. The promoters include John J. Tierney, L. E. Tierney, Sempel H. Crozier and others well known to the trade in that section.

There is a heated dispute over the disposition of the \$20,000 award given to the A. C. Fulmer Coal Co. in its discrimination suit against the Morgantown & Kingwood railroad, one of Senator Elkins' coal roads. President Fulmer claims he should have the award entirely because of certain bonds held by him, while his attorneys claim that their services in the long fought case constitute a lien. The money is now hung up in court on a receivership application. The Fulmer case was settled out of court by Judge Dayton, acting as an arbitrator, and during its preliminary progress it occasioned national attention, owing to the prominence of Senator Elkins and the fact that congress at the time was in the midst of the railroad rate bill debate.

H. T. Wilson, of the H. T. Wilson Coal Co., of Detroit, has closed a deal for a lease of 600 acres of coal land in Logan county, and has already let the contract for a tippie, company store and dwellings. He expects to begin operation November 1.

The Rex Coal Co., of Logan, has been chartered with \$60,000 capital. It is about the only coal company to be organized for some time, in contrast to the boom period in organization of coal enterprises that ran for about five years and seems virtually to have ended at the close of last year.

### The Ohio Coal Trade.

CLEVELAND, OHIO, July 5.—(*Special Correspondence*).—After a session of three days with the miners at Wheeling, the operators owning mines in the Pittsburg vein district came away with no results, all their propositions having been turned down and a demand made for a renewal of the 1903 agreement with all its disagreeable conditions. In all probability this will end the conferences with the representatives of the miners from that district, as they held the operators there three days and then told them that they had come with iron-clad instructions to secure the old agreement and that they would accept nothing else. Secretary Patrick McBryde, of the Pittsburg vein operators, said that had the miners told them this in the first place the meeting would not have lasted over two hours, as the operators had no idea whatever of renewing the 1903 agreement.

The miners, without doubt, took this plan to secure all the information possible as to what the operators wanted, without disclosing anything from their own quarters. The fight that was made turned on the machine scale, the extra work and the dead work. The operators desired a reduction of two cents from the machine scale to put them on the same basis as the Pittsburg and Hocking Valley districts. It seems that when machines were first introduced in the district the extra amount was added and the miners have succeeded in holding it there since. Entry driving and other work of the kind the operators wanted done on a different basis from what the 1903 agreement called for, but they agreed to the price for inside and outside day labor. The miners objected to any changes, and did not consider points the operators yielded worth anything to them. It is said that the operators also insisted upon the abolishment of the check-off system.

A meeting was held Monday afternoon, thirty out of a total of forty companies being represented, and the situation was talked over from various points of view. The final decision was that the mines would be put in readiness for operation immediately after July fourth, and the men would be invited to go to work if they so desire. If not, the mines will either remain idle until they do decide to return, or non union men will be employed under guard, as in the past. There seems to be a firm determination not to yield to the demands of the miners for the agreement they desire. However, some of the smaller companies have instructed their representatives to sign the agreement. The pressure of business has become such that they fear to delay longer. In all such cases a clause is put in the agreement to the effect that if the final settlement in the dis-

## Mining News from West Virginia.

WHEELING, W. VA., July 5.—(*Special Correspondence*).—The lakes are having the call now and the shipments are heavier than last week. Nearly all the business comes from early contracts but some operators with spot coal are picking up considerable business which would have fallen to Ohio operators if they had not had the strike on their hands.

Prices are the same as a month ago, being ninety cents for mine-run at the mines. There is no near probability of an advance as the demand is not strong. The Ohio valley consumption, which comes from iron furnaces and other industries, has been decreasing somewhat lately, and local operators have been making up for the decrease by selling their coal in Cleveland.

The surplusage due to the slack local conditions has required more hustling on the part of the operators than they have done for several months. But in all cases they have managed to place their coal in Cleveland. They would not have been able to do so, however, if all the Ohio mines had been running.

The failure of the East Ohio joint conference in this city to agree last week has been followed by preparations to start the mines across the river. The riot at Bradley Sunday and the general feeling of unrest there, where the United States Coal Co. has taken the initiative in fighting the union, may temporarily hamper the work of getting new labor for the mines, but the operators believe they are going to win the endurance test.

Two small companies in Belmont county signed the scale this week and three more equally small concerns will sign later in the week, it is reported, but the big companies, controlling the major portion of the tonnage, will stand pat, according to official statements.

### Heavy Business in New River Region.

The big tidewater trade of the New River region is illustrated by the loading record for June, which totaled 501,120 tons of coal and 485 cars of coke. Nearly 11,000 cars were required to transport the coal, of which 8,000 went east.

The remainder went to inland points or was used for fuel purposes locally.

A state charter of incorporation has just been granted to the Independent Mine Workers of West Virginia. This organization is composed of employees of the Hitchman mine, ten miles south of Wheeling, and it is an outgrowth of the disruption of their local of the United Mine Workers of America.

The charter mentions as territory for the organization, Marshall, Ohio, Brooke and Hancock counties; in other words, the Wheeling or Panhandle district. No other local has been formed. Its incorporators seem satisfied for the present to confine their operations to the Hitchman mine. Several years ago a similar organization was formed in the Kanawha district but after surviving the period of its usefulness it disbanded.

### Norfolk & Western Reduces Rates.

With the beginning of this month the Norfolk & Western railroad reduced the freight charges on coal from the Pocahontas fields to Norfolk. The reduction is from \$1.60 to \$1.45 a ton, and it is understood to apply only to the local manufacturers' trade in Norfolk, and for the purpose of stimulating manufacturing in that city. Its effect is therefore very limited.

It is expected that by the first of next month the Guyan Fuel Co.'s harbor at Huntington, on the Ohio river, will be completed. This work has been progressing for two years and on the completion of the harbor the company will be ready to ship by water.

The company's operations are up the Guyan river, and the branch of the Chesapeake & Ohio railroad on that stream could not keep up to the capacity of the mines. The company will have a good fleet of steamers and barges and will also use a coal storage plant at Sicitan, sixteen miles below Cincinnati. Prominently associated in the harbor's construction is Mr. Talley, former superintendent of the Black Band Coal Co.

The Consumers' Coal Co. has been formed



strict is more favorable, that these settlements shall be upon the same basis.

#### Another Suspension of Work Feared.

What will be done with those mines that resumed operations pending a settlement is not known. However, it is believed that all the men will be called out again, as there is nothing to base their wages upon. At the Gaylord mine the men came out Monday and the owners signed the scale without further ado.

Several operators state that their men are willing to work under the conditions they ask if the officials would allow them to do so. Some have even stated that they would go to work if given the opportunity, but it seems that they always listen to the officials, no matter what they have promised their employers. They are not to be depended upon to work, but at the same time the operators are always willing to make it possible for them to do so before employing others to take their places. All the men who occupied company houses are still living in them, but the operators state that if they are forced to bring miners from other sections they will need the houses, and the strikers will have to find other places to live. They feel that they have had sufficient patience in allowing them to remain thus long without cost and while the men are doing all they can against them.

Telegrams to the daily papers from Salem say that the conferences between operators and miners of the East Palestine and Washingtonville districts have adjourned without reaching

an agreement. The Washingtonville miners declined to consider the proposition made to them on a screen coal basis, declaring that it will reduce their income. At East Palestine the miners work on this basis, but decline to allow the use of a new break in the tippie which has been installed. Thus in all the districts there are differences that would seem difficult of settlement. At the same time the men must be willing to give up something if the operators make sacrifices from the plans they had formulated and promised each other to adhere to.

Some time this week the operators and miners of the Masillon district will probably hold a conference. Owing to the fact that not much coal is produced in this district through the early summer months, they have not been in a hurry to adjust matters. But with the approach of the time for beginning business for the fall retail deliveries, they at least desire to have an understanding. It is not known what the miners there desire, but in all probability they will be as hard to deal with as the others have been.

A story is in circulation that the Pittsburg vein operators will look into the legality of the agreement made by the Lorain Coal & Dock Co. with the miners. The agreement, it is said, contained a clause that the miners shall not reach a settlement with any other company in the district unless it be upon the same scale as paid by this company. The operators believe this to be a violation of the Valentine anti-trust law and that the agreement was, in part at least, the cause of failure to reach a settlement at Wheeling.

## The Detroit Coal Trade.

DETROIT, MICH., July 5.—(*Special Correspondence.*)—Possibly not within the memory of the oldest (coal) inhabitant of Detroit has the retail anthracite trade been so dull as it is today. Hardly a ton has been sold to a consumer since the drop in price from \$7.50 to \$7.25 a ton. A year ago, it will be remembered, \$7 would buy a ton of the black diamonds, and the raise to \$7.50 was not made until October. This year the prices of last winter will go into effect a month earlier, in September. This fact has rather nettled the consumer, who says he will buy wood before he will submit to such "exorbitant" prices.

But the retailer is not worrying. The recent manly backdown made by Mayor Thompson, of Kalamazoo, who had called to his aid the prosecuting attorney of the county in his determination to bring the combine to time, has given the much abused retailer some hope that he will some day be appreciated.

A few weeks ago the mayor of Kalamazoo got the coal men assembled in his office and proceeded to question them regarding the recent raise in the price of coal in that city to \$8 a ton. The dealers convinced the mayor that at that price they were making only a very small profit. The Kalamazoo price, by the way, is on the same basis with the Detroit price of \$7.25.

#### Demand for Cargoes Excellent.

While trade right here in Detroit is very dull, both in anthracite and bituminous, yet the demand for cargoes is excellent. Especially busy are the large shippers of the soft variety, and it is estimated that in order to meet the demands from up the lakes the mines of the Sunday Creek, New Pittsburg and Fairmont districts will have to run to the limit until navigation closes.

There is little new to be said regarding prices. Hocking holds strong at circular figures—\$1.50—which is much better than a year ago, when it was quoted at \$1.35 and often selling for as low as \$1.15.

Much interest is manifested in Detroit regarding the annual convention of the Ohio Wholesale and Retail Dealers' Association at Put-in-Bay this week. Over 300 are attending from this city.

E. J. Corbett, of this city, secured recently the contract to supply the East Michigan asylum for the insane at Pontiac with 7,500 tons of Fairmont at a fair price. The coal of fifteen bidders was submitted to tests.

Detroit factories are running to their full capacities, yet few of the plants are giving orders for more coal, which is ample proof that the overstocking in March, in anticipation of a long

strike and a bitter fight between miners and operators was even greater than at first supposed. But it is generally contended that those "happy-go-lucky" manufacturers who have served notice on shippers that they will not invest any more money in coal until they can see the floors of their bins will regret their delay about the time when the demand increases and the shortage of cars takes place, as usual. This confidence of coal men that the day of partial famine is at hand is the controlling cause of the present firmness in prices.

#### Only Four Michigan Mines Operating.

And yet every coal state in the Union has its mines in working order—even Michigan. In this state, in the Saginaw valley, four mines—Mosquito and Somers No. 3 at St. Charles, Wolverine No. 2 and Auburn mine of Bay City—have resumed operations, though the majority probably will not start up until the middle of the present month. However, since April first, when all the mines closed down and kept closed down for three months, fully 500 miners have left the district. As men were scarce before, this exodus naturally will act as a serious handicap to the operators for some time.

#### Columbus News Notes.

Smith M. Conly, president of the National Fuel Co., has joined his family at their summer cottage at Huronia Beach, Mich.

The Dean Coal Co. will install new motors and other modern machinery at their No. 926 Corning mine, adding materially to its output.

Frank A. Prendergast, president of the Baltimore & Ohio Coal Co., is on a short vacation trip to his summer home at Ripley, N. Y.

Notwithstanding the coal strike, the gross earnings of the Hocking Valley railway for May, 1906, show a total of \$526,000, a falling off of only \$58,000 compared with the same period in 1905.

Charles A. Gibson, secretary of the Eagle Coal Co., was married to Miss Fannie Dodds, of Columbus, on the 20th inst. Mr. and Mrs. Gibson are now on their wedding tour, which includes various points in the west.

The Middle States Coal Co. will occupy the sixteenth floor of the new Capitol Savings & Trust company building, which will be ready to receive tenants about August first. The Middle States will have one of the finest business homes of any coal company in Ohio.

## The Missouri River Trade.

KANSAS CITY, Mo., July 5.—(*Special Correspondence.*)—The differences between the operators and miners in the Arkansas field are to be settled in court. No decided action will be taken by either side until the constitutionality of the Arkansas mining law is decided upon. This was agreed to at a conference of representatives and miners held in Kansas City last Friday. John Mitchell, president of the United Mine Workers, came to Kansas City to take part in the conference.

The trouble in Arkansas is over the double standard wage scale. Practically all the mines in Arkansas are now involved in the controversy. The so-called anthracite mines in the eastern part of the district are idle and are likely to remain idle unless there can be a settlement. In the semi-anthracite district, Western Arkansas, the mines are working, but are a source of constant friction. The Arkansas law provides that the miner shall be paid for all coal he mines. The Arkansas coal is easily shot to pieces by careless blasting and the slack is almost worthless, being too far from a market requiring steam coal in large quantities.

The operators secured an agreement to a double standard which they say allows them to weigh all the coal a miner sends up then screen the coal and pay for the lump coal only. The miners say it is a contract in violation of law, and insist that it can not be enforced. They are demanding that they be paid on a run-of-mine basis.

The miners had officials of the Bolen-Darnall company in Arkansas, arrested for violating the state law. This will form the test case to decide the question at issue between the operators and miners. In the conference Mitchell took the position that a sliding scale could be operated but that the mine-run price should not be less than sixty-two cents a ton.

The trouble in the Novinger district in north Missouri has practically been settled and the mines are reopening.

#### Partial Restriction of Output.

Many of the mines throughout the southwest are idle because the demand for coal during the warm season is not equal to the supply. It is probable that large storage stocks will be accumulated between now and September first. Prices are on an ante-strike basis with no prospect of an immediate change. There is little domestic coal in the market.

R. S. Thomas, state mine inspector of Missouri, has completed the report of the coal mining industry for 1905 in Missouri. The year was fairly prosperous despite adverse conditions. The total amount of coal mined for the year was 4,379,090 tons, which at the average price at the mines brought \$7,141,983. There are 488 mines in the state, employing 10,401 persons. The cost of the powder used was \$226,758. Lafayette county leads with a production of 705,917 tons of coal.

The members of the Southwestern Interstate Coal Operators' Association gave a banquet to President W. C. Perry at the Elm Ridge Club in Kansas City last Friday night. About seventy-five members of the association were present. A chest of silver and a gold watch and chain, valued at a total of \$1,000, were presented to Mr. Perry. The banquet was given in recognition of Mr. Perry's services in settling the recent coal strike in the southwest. Several speeches were made commendatory of Mr. Perry's services and personality. He responded feelingly. Among those at the banquet were:

W. C. Perry, D. B. Holmes, C. S. Keith, J. H. Atwood, Bennet Brown, William Busby, S. W. Kniffin, Peter McCaul, B. F. Bush, W. G. Wilmot, James Elliott, David Mackey, W. J. Jenkins, J. N. Hodges, A. M. Fellows, A. J. McAlhenie, Russell Smith, J. A. Bolen, I. H. Fetty, W. S. Newcomb, G. E. Stewart, W. E. Turkington, H. H. Jackman, Fred Grant, J. H. Williams, James Hamilton, C. J. Tucker, L. D. Laning, Harry Harris, T. W. McClelland, E. E. Machette, M. Brandau, B. F. Bush, F. J. Bannister, L. F. Jordan, E. E. Riley, E. R. Sweeney, J. C. Sherwood, A. P. Moore, G. W. Evans, G. K. Mackie, J. H. Bennett, G. W. Kierstead, D. Fennell, F. E. Doubleday, E. S. Nevins, M. Bannister, E. B. Loveland, W. C. Perry Jr., E. R. Dusky, A. H. Raymond, J. H. Scott, F. S. Diekey, E. C. Price, E. F. McGowan, J. D. O'Flaherty, J. H. Bovard, L. L. Chipman, J. H. Durkee, L. C. Boyle.



## Western General and Personal Notes.

B. C. Bowman, secretary and manager of the S. H. Bowman Lumber Co., Minneapolis, spent a portion of the week in Chicago.

Frank B. Downing, general sales agent of the Old Colony Coal Co., Chicago, is absent from the city on an extended business trip.

W. G. Zoller, of Bell & Zoller, Chicago, accompanied by his family, left on Monday for a European trip, to be gone until about September tenth.

A new catalogue describing the complete line of crushers manufactured by the Williams Patent Crusher Co., St. Louis and Chicago, will be distributed within the next few days.

M. T. Roach, of Charleston, W. Va., president of the New River-Kanawha Coal Co., in the course of a western trip, spent several days in Chicago the first of the present week.

R. W. Durham, of the Covey Durham Coal Co., Plymouth building, Chicago, together with Mrs. Durham, is enjoying a two-weeks' outing at Saugatuck, Mich., on the Kalamazoo river.

Joseph Leiter, president of the Zeigler Coal Co., Chicago, and Morton Otis, general sales manager of the same company, have been spending the week at various points in southern Illinois.

J. R. Bent, superintendent of the Oglesby Coal Co., was in Ottumwa, Iowa, last week, where he went to visit the large factory of the Ottumwa Box Car Loader Co., and while there he placed an order for another Ottumwa loader to be used at their new tipple which will be finished soon.

H. C. Perry, who has recently resigned the presidency of the Illinois branch of the United Mine Workers of America, will take the position of general manager of the Donk Bros. Coal Co., of St. Louis, thus joining the ranks of a party against which he has so long waged bitter warfare.

Leonard G. Bruder, trustee for the estate of George N. Beek, bankrupt, has paid as a first and final dividend one per cent to all of the creditors. Mr. Beek conducted a wholesale coal business in the Old Colony building, Chicago, and this large dividend will be cheering news to his many creditors.

The Fairbanks-Morse Co., of Chicago, has been awarded the contract for the erection of a large coal storage shed for the Northern Coal & Dock Co., at Nicollet Island, Minn. The shed will be erected on the Great Northern tracks, and will be of heavy timber construction. The cost will be about \$11,000.

The Indiana Southern Coal Co. has filed a mortgage with the Vigo county recorder at Terre Haute, Ind., for \$1,500,000 in favor of the First Trust & Savings Bank, of Chicago. The company has eleven mines in the Vigo, Greene and Sullivan county fields and several thousand acres of promising territory. The mortgage is to obtain money to further develop its business.

F. A. Holmes, mentioned in this column last week, was formerly connected with the R. B. Harder Coal Co. and not with the Pittsburg & Indiana Coal Co. Mr. Holmes severed his connection with the R. B. Harder Coal Co. on May first, this year, and on the same date Mr. Harder organized the Pittsburg & Indiana Coal Co., which accounts for the error made in the item printed last week.

The W. M. Lyons Coal Co., doing business at 213 North Washington street, Peoria, Ill., has for many years ranked among the leading dealers of that city. For some reason, perhaps because they made so much money that they are now able to retire and live on their income, they have recently completed negotiations whereby they have transferred their entire interests to the H. A. Robinson Fuel Co., who will continue the business at the old familiar location.

George Merryweather, for more than a score of years general western agent for Coxie Bros. & Co., has become a banker, having recently accepted the presidency of the Railway Exchange Bank. This bank was organized to take over the Jackson Trust and Savings Bank, and will have a cap-

ital stock of \$250,000, fully paid up. Joy Morton will be vice-president and A. M. Rode will be assistant cashier. The business will be carried on without interruption at the old office of the Jackson Trust and Savings Bank, Railway Exchange building, Chicago.

The following coal contracts were let by the county board of Cook county, Illinois, at its session June twenty-fifth: Anthracite coal: Dunning, David Rutter & Co., \$6.50 a ton; county hospital, Scully-Kostner Coal Co., \$7 a ton. Bituminous coal: County hospital, Ohio Fuel Co., \$2.50 a ton; poorhouse, Jones & Adams Coal Co., \$2.30 a ton; insane asylum, Ohio Fuel Co., \$2.40 a ton; county agent, district No. 1, Baker Bros., \$2.85 a ton; district No. 2, Scully-Kostner Coal Co., \$3.25 a ton; districts 3 and 4, Frank M. McCarthy, \$3.25 a ton; district No. 5, Edgewater Coal Co., \$3.55 a ton; district No. 6, Edgewater Coal Co., \$3.50 a ton; district No. 7, M. Donohue Coal Co., \$2.95 a ton.

Manager Fellenz, accompanied by eight good ball players and a number of enthusiastic rooters, left Chicago last Saturday night for Milwaukee with the scalp of the Black Diamonds carefully tucked underneath his belt. It was a close and exciting game and it took eleven long innings to decide the contest. Victory finally perched on the Cream City banner but the margin was very small, as the score was 13 to 12. After the game the visitors were taken to the Chicago Beach hotel where dinner was served. Each team has won one game and the deciding contest will be played within the next few weeks and Milwaukee will probably be the scene of the struggle. The teams are evenly matched and the next game should draw a big crowd from both cities.

Columbus, Ohio, is the headquarters of two new West Virginia coal companies. The Kanawha & Ohio Fuel Co., 405-406 New Hayden building, is the name of the latest organization to locate its offices here. It is an entirely new company, with an incorporation of \$25,000. Among its products are Kanawha splint and gas New River smokeless coal. Burt R. Wyeth, of Columbus, is president, and A. Ernest Washburn, general manager. Mr. Washburn was formerly located in the coal trade at Charleston, W. Va., and has extensive knowledge of that territory. Another important addition to Columbus coal interests is the Capital Coal & Coke Co., which has just opened for business in the Columbus Savings & Trust building. The new corporation has large holdings, both in Pennsylvania and in the Pocahontas field, under full development. Mr. A. B. Willson, an experienced eastern coal man, will be in charge of the local offices, while C. H. Donohoe will represent the soliciting end of the business.

The Chicago, Burlington & Quincy Railway Co. is making very extensive preparations for becoming one of the active and important factors in the business of handling the coal produced from Illinois mines. It is just completing its line to Herrin, Williamson county, which will be its terminal for the time being, and a permanent division point of importance. The completeness of the preparation being made for handling a large volume of business is shown by the fact that the work being done at Herrin includes the construction of storage tracks having a capacity of eighteen hundred cars. Surveys are being rapidly pushed for two extensions of the Burlington from Herrin, one to Paducah, Ky., and the other to Thebes, Ill. The plans of the company include not only these main lines, but several side lines as feeders. When this extensive program has been fully carried out the Burlington will have opened up the markets of the northwest in a way which will make them fully available for Illinois operators.

From reports being received there is going to be a large and representative attendance at the First Annual Pow Wow of the Kokoals on next Wednesday, July eleventh. Members from all sections of the country have signified their intention of being present. The first session will

be held at the Auditorium Hotel, Wednesday morning. All coal men are cordially invited to this session regardless of whether they are members of the order or not. The address of welcome in behalf of the Chicago coal trade will be made by C. L. Dering, manager for S. C. Schenck, and the response by Modoc Geo. M. Barclay. A fatherly talk on the experience of the Hoo Hoos will also be given by Mr. William Ellis, and there will be other interesting addresses. In the afternoon there will be an executive session for members only, and election of officers, while in the evening will be the koruskation ceremonies and initiation of new members, followed by an informal banquet at the Auditorium and vaudeville entertainment. On Thursday morning installation of new officers and unfinished business, followed by a sight seeing tour of the city for the visitors and in the evening the Kokoals will all go in a body to the White City.

If the plans of its sponsors do not miscarry, southern Illinois will, in the near future, have another large town dependent for its prosperity upon the coal mining industry. This new town has already been platted and is located six miles northeast of Marion and about the same distance southeast of Johnston City, Illinois. The faith which its founders have in its future is shown by their selection of Pittsburg as its name. It lies in the heart of one of the greatest undeveloped coal fields of the state, being the first town located in the eastern half of Williamson county, the territory which is believed to contain even more valuable coal deposits than the remainder of the county. The government has already granted a postoffice for the new town and building and contract work of all kinds is now going on. Pittsburg was located and founded by the Colp Coal Co., and from among its stockholders an association has been formed to develop the new town. This company has twenty-seven stockholders, among whom are the names of the most prominent coal operators and business men of southern Illinois. The board of directors are C. A. Gent, president, who is also president of the Chicago & Marion Coal Co.; vice-president, John Colp, who is also president of the Lake Creek Coal Co.; treasurer, J. M. Burkhart, who is also president of the Williamson County Savings Bank; secretary, L. A. Colp, who is also secretary and treasurer of the Lake Creek Coal Co.; general manager, H. Willeford. Other directors, Sam T. Brush, former president of the St. Louis & Big Muddy Coal Co., and Geo. H. Goodall. The Colp Co. has purchased or leased over 4,000 acres of coal land upon which it will operate, and many other companies have purchased large tracts upon which they are either already operating or now constructing shafts. Within the last year Illinois Central interests have purchased 11,000 acres and the O'Gara Coal Co. and the New York Central interests have purchased over 25,000 acres. All of these operations are in the immediate vicinity of the new town. Pittsburg is situated on the Missouri Pacific and New York Central systems, with the prospect of securing the building of connections with branches of the Illinois Central and the Frisco and Burlington systems, all three of which are now within a radius of seven miles of the town, and are engaged in further extensions into this field. Among the producing coal operations immediately adjacent to Pittsburg are those of the Chicago & Marion Coal Co., the Carterville District Coal Co., the New Virginia Coal Co., the Williamson County Coal Co., the Johnston City & Big Muddy Coal Co. and mines number two and three of the Peabody Coal Co. To this list a few months will add the operations of the West Virginia Coal Co., whose shaft is nearly completed, and the Scranton & Big Muddy Coal Co., the Lake Creek Coal Co. and the Chicago & Big Muddy Coal Co. Thus it will be seen that Pittsburg makes its beginning under the most favorable and flattering conditions, situated as it is in the heart of a vast coal field, just entering upon full development and in the midst of a rich farming community. If the expectations of the founders are realized it will, within five years, have a population of from ten to twelve thousand inhabitants.





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**The Labor Leaders and Arbitration.**

In the course of the recent strikes interesting side lights have been thrown upon various topics of varying degrees of importance to the coal trade. Not least in importance among the subjects thus illumined is that of arbitration and the changing attitude of the labor leaders toward this method of determining questions at issue between employers and their employees.

Not many years ago union officials were clamorous for arbitration, in season and out of season. No matter how firmly fixed a principle might be, by usage and experience of years, they could see no reason why it should not be submitted to the determination and possible revision of a board of arbiters. Many were the anathemas hurled at employers because they sometimes insisted that business axioms were not fit subjects for this mode of treatment. By continuous clamor of this sort men of the MITCHELL and GOMPERS type were able to convince a large section of the press and of the reading public: on the one hand, that the cause of capital was so weak that it was afraid to submit its claims to impartial arbiters; on the other hand, that labor merely asked its clear rights as thus determined and would not dream of taking any unfair advantage afforded by chance circumstances of strength.

According to the doctrine thus promulgated, the righteous cause of arbitration was making but slow progress because injustice, intrenched in

power, was withholding this ready means of righting all ills, despite the piteous appeals of those whose cause was just though weak. In a word, to refuse arbitration was branded as clear prima facie proof that the party refusing it had a case too weak for the test of impartial adjudication and must depend upon brute strength for gaining the victory. The brute in the case was always, of course, the employer.

Recent events plainly indicate a complete stepping down from this lofty ethical platform previously alleged to be the unchangeable position occupied by the champions of labor. Instead, a purely opportunist policy has been adopted, which seems to have been formulated into a working rule running somewhat on this order: When we see that the operators can not be forced to yield to our demands and that we are on the point of failure, assume the old-fashioned virtuous attitude and propose arbitration as a last resort before surrender. But when we see that a state of affairs exists which gives good chance of success in forcing our demands down the operators' throats regardless of where justice lies, why, then raise the cry of "nothing to arbitrate" and stand pat.

That such a rule has been formally adopted in board meeting assembled we would of course be far from alleging. But the rule as formulated above fits admirably with the course of recent events. As a tentative measure, before formally declaring a strike in the anthracite region, the so-called suspension of work was ordered for April first. Then followed the usual series of joint conferences between operators and men, in which every effort was put forth to wring certain concessions from the former. These demands were firmly resisted, the operators standing pat, not for a plan of their own, but simply for the continuance of the status quo decreed by a previous arbitration in which the miners had gained a large percentage of their demands. When it had become apparent that the operators would not recede from this position, and likewise that converting the suspension into a strike would not improve matters, then Mr. MITCHELL, as a last resort, tried to wrest victory out of defeat by suavely proposing an arbitration of the previous arbitration. This having been bluntly refused, as it deserved, the spokesmen for labor promptly heralded the rejection as another act of tyranny on the part of the "robber barons." Nevertheless, the Scranton convention quickly followed with its gracefully engineered back-down and return to work. So much for clause one of the new rule.

Now notice the working of clause two as seen in the west. Hardly had the eastern miners' proposal become known when the western operators, adopting MITCHELL's suggestions as to the constitution and powers of the arbitration board, and almost using his words, proposed that the disagreements in the bituminous field should be settled according to his own plan. Throwing consistency to the winds, and not even waiting to see what the anthracite operators would do with the miners' own proposal, the latter promptly rejected the offer of arbitration made by the bituminous operators. Alleged reasons for this were plentiful—arbitration is for use where there is reasonable doubt, but here the cause of the miners is so indubitably just as to leave nothing to arbitrate—but the real reason was of a different sort. There was lack of unanimity among the operators as to their ability to win in a protracted struggle. The miners knew of this element of weakness in the opposing camp and so rejected arbitration because they believed they could win more by force than by impartial adjudication, as per clause two of the rule.

Another instance, very much to the point, is to be noted in the so-called Clearfield conference, as brought out by President Robinson, of the Rochester-Pittsburg Coal & Iron Co., in his recent open letter to the company's employees. He makes it very explicit that the operators of the Clearfield district were ready to take part in, and accept the results of, an arbitration in no way limited to meet the view of one side, thereby giving an unfair advantage. The operators proposed to give the arbitrators absolutely free range that they might fully consider any and all questions necessary for arriving at a fair understanding which would give equal justice both to miners and operators. This was flatly turned down, not by vote of the miners themselves, but by the officials of the union.

It is high time for the intelligent public to have accurate knowledge of the facts as to who is responsible for the failure of arbitration to accomplish what it might in the settlement of labor difficulties. If space would permit other instances could be cited, not only from the coal trade, but from other industries, all going to show the same thing, namely, that while arbitration is far from being a failure, the frequent failure to use it is due to the insincerity and hypocrisy of its quondam advocates and self-vaunted champions.

If union labor, or rather union officials, really wanted equal justice done, regardless of who is hit by it, they could get it far quicker and far more surely by arbitration than by the uncertain, expensive and often disastrous method of the strike. But seeking selfish ends, their single aim is victory, right or wrong, and so they have tried to debase arbitration from its high place, and to make of it merely a political tool, to the lasting injury of labor, of capital and of the country.



### Frederick A Hobbs.

At its recent convention in Fort Wayne, Ind., the Michigan and Indiana Retail Coal Dealers' Association honored itself as well as the gentleman in question, by electing as its president Frederick A. Hobbs, of Benton Harbor, Mich. It was our intention to prepare a sketch of Mr. Hobbs' career for the benefit of the readers of THE BLACK DIAMOND. Finding need for further information on certain points we wrote to a life-long acquaintance of the new president. In reply we have received a statement at once so comprehensive and so original that it would be a pity to edit it into more conventional form. Accordingly we reproduce it as written by its author, simply prefacing it with the remark that the ability shown and success achieved by Mr. Hobbs in business, in politics, and socially, presages great things as to his administration of affairs for the Michigan-Indiana Retail Association.

Our correspondent writes: Our subject was born on the banks of the Wabash at Terre Haute, Ind., in 1859, but was persuaded to leave these favorable surroundings at an early age and accompany his parents to Iowa where he grew up, attended school, but neglected to go to college. He clerked



F. A. HOBBS,

PRESIDENT MICHIGAN-INDIANA RETAIL ASSOCIATION.

in the postoffice and for several years officiated as bookkeeper and buyer in a general store. He was also married during this period and in 1885 emigrated with his family to Michigan, where in connection with the late Frank R. Gilson he established the first daily paper in Benton Harbor.

This venture was reasonably successful, but it did not possess all the elements of excitement necessary to his disposition and so he sold out to his partner in 1889 and returned to the ways of trade, embarking in the coal business, which he has since followed without interruption. While acting as editor he absorbed one of Bill Nye's axioms to the effect that "the mistake made by most country editors is that they depend on their papers for their sole means of support" and this he applied to the coal business because he soon afterwards added the wholesale salt business as agent for the Michigan Salt Association and also engaged in jobbing flour.

In 1893 his coal business was incorporated under the title of Benton Fuel Co., and he has been its president continuously since. Incidentally he has been connected with lake transportation interests since 1890 and for the past seven years has been manager of the Benton Transit Co., engaged in the fruit carrying trade across the lake between Benton Harbor and Chicago.

Our subject was chosen as the first mayor

of the city of Benton Harbor (1890-91) and it was in this office that his education was completed. He recommends highly the position of mayor of a country town as one possessing eminent educational advantages for any aspiring young man who desires to increase his store of general information. He has not bothered with politics since, except occasionally in an amateur way. At present his political ambitions are satisfied with the office of treasurer of the county committee. Socially our subject may be catalogued as a member of the Benevolent and Protective Order of Elks and of the Knights of Pythias and as a member of several local organizations, while his family consists of a wife and three children.

### Convention of Ohio Dealers.

The twelfth annual convention and outing of the Wholesale and Retail Coal Dealers' Association of Ohio is being held at Hotel Victory, Put-In-Bay, Ohio, on Thursday, Friday and Saturday of the present week.

The program has been arranged with the express purpose of securing general discussion and exchange of opinions by the members. In furtherance of this idea, in addition to the discussion usually following addresses, two of the most important subjects which will be taken up have had no leader assigned for them, but will be considered in an entirely open debate. The program follows:

#### Program.

THURSDAY MORNING, JULY 5, 10:30 A. M.

Meeting of the official and executive board.

Convention opens Thursday, July 5, at 2:00 p. m.

President's address, W. F. Voegele, Mansfield, Ohio.

Announcements and appointment of committees.

Reports of secretary and treasurer.

FRIDAY MORNING, JULY 6, 10:00 A. M.

Address—The Value of Organization, C. B. Jenkins, Marion, Ohio.

Address—Car Service and Demurrage, J. W. McCord, Columbus, Ohio, secretary Ohio Shippers' Association.

The Local Coal Club—Its Possibilities and How Legally Conducted. Discussion led by Thos. T. Swearingen, Columbus, Ohio.

Informal Talk—What Happened to Us, A Delaware Member.

FRIDAY AFTERNOON, JULY 6, 2:00 P. M.

Discussion—The Cash Basis System.

Discussion—The Short Weight Evil.

FRIDAY AFTERNOON, JULY 6, 3:00 P. M.

Retailers' Session—This will be strictly a retail members' session for the discussion of association matters and such business as may properly come before the retailers for consideration.

N. B.—Should the action of any shipper be questioned at this time, he or his representative will have the privilege of appearing to explain or defend his action.

FRIDAY EVENING, JULY 6, AT 7:11:44 P. M.

Kokoal Koruskation. For live ones only! "Come On And Lift."

SATURDAY MORNING, JULY 7, 9:00 A. M.

Election of officers.

Committee reports.

Adjournment.

### Coal Production of Kentucky.

Prof. J. C. Norwood, chief inspector of mines and state geologist, has prepared a summary showing the production of the commercial coal mines of the state for the calendar year of 1905 to have been 8,036,646 short tons. Of this 7,442,727 tons were shipped from the mines, 145,901 tons made into coke, 197,307 tons were used at the mines and 252,711 tons were sold locally.

The figures show an increase of 71,322 tons over the output of 1904. There were increases in the western and southwestern districts. There is a decrease of 37,005 tons in the output in the northern district, the mines recently opened in Pike and Johnson counties not having sufficiently developed during the year to overcome the losses in Boyd and Carter counties. Floyd county entered the list of commercial coal producing counties during the present year.

The total selling value of the commercial product at the mines was \$7,810,154. Included in the total output were 88,416 tons of cannel coal, which had a spot value of \$2.447 per ton. The total value of the bituminous was \$7,593,788, yielding an average of 95.51 cents per ton at the mine. Nearly fifty-three per cent of the total tonnage shipped from the mines was sent to other states. This was an increase of more than 4.5 per cent in the outward shipments as compared with 1904. The total outward shipments amounted to 3,932,656 tons.

The state is still behind in the production of coke, the total being 65,475 tons. A total of 174 companies is employed in operating the 229 mines, employing a total of 15,032 persons. There were twenty-eight fatalities. Hopkins county, with nineteen mines, leads in the production, turning out 1,989,574 tons, while Muhlenberg, with seventeen mines, comes next with 1,044,402 tons.

### J. M. Easterly Makes a Change.

Jay M. Easterly, one of the best known coal men in Chicago, has been appointed manager of the Chicago office of the Carterville District Coal Co., and is now busy extolling the merits of Carterville coal to the western trade. His company has mines at Marion, Ill., with a producing capacity of 1,200 tons daily. In addition to handling their own coal, the Carterville District Coal Co. will do a general jobbing business. Jay M. Easterly, the new manager, acquired much of his early knowledge of the coal business in the stock yards district of Chicago. His first business connection in this city was as coal man for Swift & Co., where he was brought in contact with all the important western coal interests



Jay M. Easterly.

and where he was enabled to make a careful study of coal, its qualities and its use, with the most advantageous results. In 1900 Mr. Easterly became identified with the Crescent Coal & Mining Co., and remained with this company until 1903, when he helped organize the firm of Gilmore & Easterly. Last year this partnership was dissolved and he became connected with the Harman Coal Co., which position he held until a few weeks ago, when he decided to go with the Carterville District Coal Co. He has a host of friends in Chicago and the northwest, who wish him every success in his new venture.



## Plant of the Donohoe Coke Co., Greenwald, Pa.\*

WESTERN PENNSYLVANIA presents few, if any, better examples of successful mining operations on strictly modern principles than is to be found in the plant of the Donohoe Coke Co. at, Greenwald, northeastward from Greensburg, on the Alexandria branch of the Pennsylvania railroad. The general offices of the company are at Greensburg. The official board consists of S. F. Potter, president; John P. Donohoe, vice-president and general manager; Edward E. Donohoe, secretary and treasurer, and C. Rae King, superintendent in charge of the mine.

Through a drift opening in the eastern crop this company is working the Pittsburg vein in the Greensburg basin, producing a very good grade of coal. The daily capacity is considerably in excess of 2,000 tons, 2,500 being the record run.

### High Quality of Coke Produced.

A large proportion of the coal is washed and coked, while the remainder is shipped. The coke produced is of especially high grade, as shown by the fact that for the past three years there has been no occasion to put a single oven out of blast or to stock the product to any considerable extent. On the contrary "Donohoe coke" has generally commanded a premium above market prices. By charging five instead of six days per week, four seventy-two-hour burnings and one forty-eight-hour burning are secured, thus producing a maximum proportion of first grade foundry coke.

The plant at present employs about 400 workmen and is well equipped with all buildings, ma-

The company's property also includes a 30,000,000-gallon reservoir, which supplies water not only for the mining plant but also for the railroad. On the hill from which Fig. 3 is taken are company houses for 124 miners' families.

### Never Had a Strike.

The Donohoe plant has been in operation about six years, during which time not a single day has been lost due to labor disturbances of any kind. The workmen are well paid and well treated and seem to be contented and satisfied. The company certainly has reduced the production of coal and coke to a substantial and scientific basis and their success is a natural result of broad ideas of management, together with the proper selection and operation of the very best in mining machinery and equipment.

The boiler house, Figs. 1 and 2, is of brick and stone. The four 150-horse power tubular boilers are equipped with underfeed stokers and forced draft apparatus. The engine house, immediately beyond the smokestacks in Fig. 1 and toward the left in Fig. 2, is to be reconstructed during the coming summer and built of brick and stone. The equipment includes an air compressor and a steam engine for driving the coal handling and

erators just back of the engines, and the switchboard on the rear wall.



Fig. 1. Donohoe Coke Co. Plant. General View.

The system of development is somewhat of a departure from general practice and by some has been considered too elaborate and unnecessarily expensive. Results, however, seem to indicate conclusively otherwise.

### Mining Methods in Use.

Five main entries split the coal field, as shown by the skeleton map reproduced in Fig. 4. The middle entry is the main air course, with haulage-way and air-way on each side. This arrangement practically gives two independent mines, one at either side of the main air course. These five entries, beside splitting the field in halves, follow the line of dip, and from them, right and left, every 400 feet, are turned face entries driven on water level regardless of the course. This system is not productive of straight entries nor of handsome mine maps, but is decidedly effective in enabling production of large tonnage per horse used in gathering, owing to the fact that not a pound of coal is hauled up hill in gathering trips. All up-hill work is done entirely by the electric haulage equipment.

### Description of Haulage System.

Haulage-ways throughout the mine are lighted by electricity, as is also the whole outside plant. The waters of the mine are removed by electrically driven pumps, triplex and turbine centrifugal.



Fig. 2. Main Plant and Office.

chinery and labor saving devices useful in connection with a modern coal and coke plant. The equipment as a whole is worthy of special mention for the excellent manner in which every portion is maintained. The property throughout is kept up in extremely neat fashion and the expense is found to be repaid by the improved conditions of operation.

Fig. 1 shows the main portion of the plant, including office, blacksmith shop, power house, tiple and washer plant. Fig. 3 reproduces a view from across the main railroad track and shows the company's store and the plant. Extending off to the right is a bank of coke ovens. A similar bank runs around the hill to the left, off the picture. There are 180 ovens in all.

In Fig. 5 the plant is seen again from a point opposite the pit mouth, showing the storage yard for railroad cars above the tiple, also the motor house, carpenter shop, supply house and the minor buildings. Fig. 7 shows the pit mouth, with trackage outside and a train of loaded cars being hauled out. On the hill are three fine houses occupied by Superintendent King and his assistants.

washing machinery. The power from this engine is transmitted and distributed by rope drives. As the company has planned for ultimate electrical equipment throughout, the days of the air compressor are numbered. The electrical machinery, Fig. 6, includes two 100-kw. Goodman six-pole mining generators belted from two McEwen engines, built by the Ridgeway Dynamo & Engine Co., Ridgeway, Pa. A three-panel Goodman white marble switchboard, Fig. 8, stands between the two generators. Current is distributed and used at 250 volts. The engines are shown in the front of the illustration, the gen-



Fig. 3. Store and Coke Ovens.

\*From *Electrical Mining*, for April.



This mine is of particular interest as regards its haulage system. It was one of the first operations to adopt the rack rail haulage, starting with a small locomotive of early type, which is still in good condition for service, although largely superseded now by newer locomotives of higher power. The locomotive equipment today includes this small unit of the earliest type, a large and powerful unit of latest type, and a unit intermediate between these two, both in character and time of installation.

Adoption of the Rack Rail.

Adoption of the rack rail system here was dictated by a determination to avoid in this new plant the difficulties which previous long experience in the mines of another large coal corporation had shown to be inseparable from rope haulage methods. Driven directly down the dip, the main entries gave grades of varying degree, with short distances as steep as ten per cent against the loads. For 400 feet (from 1,300 to 1,700 feet inside the mine) there was encountered an extreme dip averaging 7.5 per cent and terminating at the bottom in a swampy spot. By raising the roadway about twelve feet at this point and grading the entire haulage throughout, the general conditions have been improved so that the worst grade at present is 3.8 per cent for a distance of 1,100 feet. This work of improvement has been under way for some time and is now practically completed.

Two Miles of Track in Use.

The mine map, Fig. 4, shows in heavy lines the system of rack rail trackage aggregating a length of about 10,000 feet at the present time. Inward from the pit mouth the system is practically divided into two independent portions, serving right and left sides of the mine. The rack rail locomotives run into side entries to partings at which loaded trips are gathered by

lished. Rack rail extensions in these flat side entries are made with worn iron from the main haulage, where grades are heavy. This plan affords an economical outlet for the worn rail and keeps the whole system in best shape, since every hundred feet of side entry extension means renewal of an equal distance of main haulage rail, however slightly worn. At each entry along the main haulage-way is placed a colored electric lamp, wired to a switch at the gathering point

the roadway is now graded to within the possible limits of traction haulage. Constant up-hill work, even on light grades, is best handled by the Goodman rack rail system.

Haulage Equipment Records.

The record for the B locomotive was 1,300 tons in one working day on grades averaging two per cent against the loads. As grades of nine per cent were encountered the BB locomotive was required, doubling the power and increasing the production record to 1,500 tons in working day. For three years the BB locomotive has been in constant operation, and on over-load much of the time. For weeks at a time this locomotive has delivered daily to the tippie 1,000 to 1,200 tons, and this production, by reason of the excellent operative methods already described, was gathered by six and seven horses. On December twenty-eighth, last, assisted by the B locomotive, which worked on only one entry, a tonnage of 2,200 was reached and this was gathered with ten horses and ten drivers. Since the arrival of the newer and more powerful 2F locomotive the B has been retired from active service and the BB is required only when unusually large tonnages are desired. On February nineteenth, this year, with twelve horses and drivers, the 2F locomotive, assisted by the BB, which worked only in two entries, hauled out 2,500 tons, and the following day reached a tonnage of 2,200, showing that the 2,500-ton record was not a spurt for which previous preparation had been made. Even at this pace the locomotives

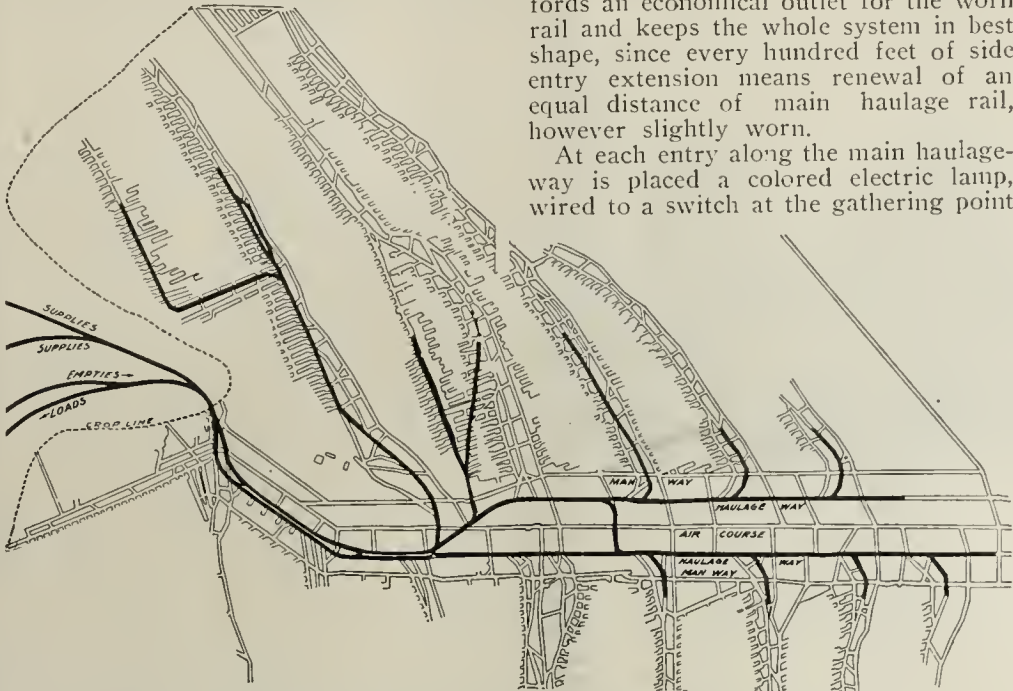


Fig. 4. Map Mine, Black Lines Showing Rack Rail Haulage.

in that entry, thus affording means for notifying the motorman when a trip in that entry is ready for him. Operation of the locomotives on the main haulage-way is made perfectly safe and practically free from wrecks by means of a modified block system of electric lamps. Further more, a simple and unique system of flying switches and spring latches makes the movement of cars, empty and loaded, continuous and semi-automatic.

With the whole haulage system laid out thus to facilitate in every possible way the gathering of trips, the haulage of coal and the distribution of empties, there is made possible the production of tonnages quite out of ordinary proportion to the number of horses and drivers used in gathering.



Fig. 5. View from Opposite the Drift Mouth.

The rack rail carries the electric current, with a line loss for the whole system varying between four and eight amperes. The voltage is 250.

The Locomotive Equipment.

Previous to the year 1903, while the mine was yet in infancy, coal was hauled out by a small 80-horsepower "B" rack rail locomotive, already referred to as of the earliest type. In 1904 a 160-horsepower locomotive, type BB, was installed, retiring the B locomotive from active service. Late in 1905 there was added a 2F locomotive, representing the latest development of Goodman rack rail haulage equipment. It should be noted that the rack rail system has been retained and extended, even though

could not be kept busy, owing to the shortage of miners to produce sufficient coal. On March fifteenth a test was made of the 2F locomotive, the BB remaining out of service in order to avoid complication in judgment of results. Over the distances and grades which are indicated below this 2F locomotive hauled out 1,200 tons in the afternoon, the morning's output being only 700 tons, due to unusual and accidental delays in other departments. Table I gives a summary of the performance of the 2F locomotive during the day, showing that thirty-five trips were hauled from seven places, giving a total of 828 cars. In judging the production and performance of the locomotive due consideration should be given to the morning's delay, already noted.

TABLE I.—SUMMARY OF TEST OF 2F LOCOMOTIVE

ENTRY	No. of Trips	No. of Cars	Round Trip Distance in Feet	Max. Grade against Loads	Av. Grade against Loads
1st Left.....	5	121	5400	3.8%	2 1/4%
2nd Left.....	4	93	4600	3.8%	2 1/2%
3rd Left.....	3	74	5200	3.8%	3 1/4%
5th Left.....	5	114	6200	3.8%	3%
6th Left.....	8	192	6000	3.8%	3 1/4%
7th Right.....	9	209	7000	3.8%	3%
8th Right.....	1	25	7900	3.8%	2 3/8%
Totals.....	35	828			

TABLE II.—MISCELLANEOUS DATA.

Total distance locomotive traveled.....40 miles  
Average length of haul.....6,025 feet  
Average time of round trip.....16 minutes  
Weight of cars empty.....3,000 lbs.  
Weight of coal per car.....4,500 lbs.  
Total weight of car and coal.....7,500 lbs.

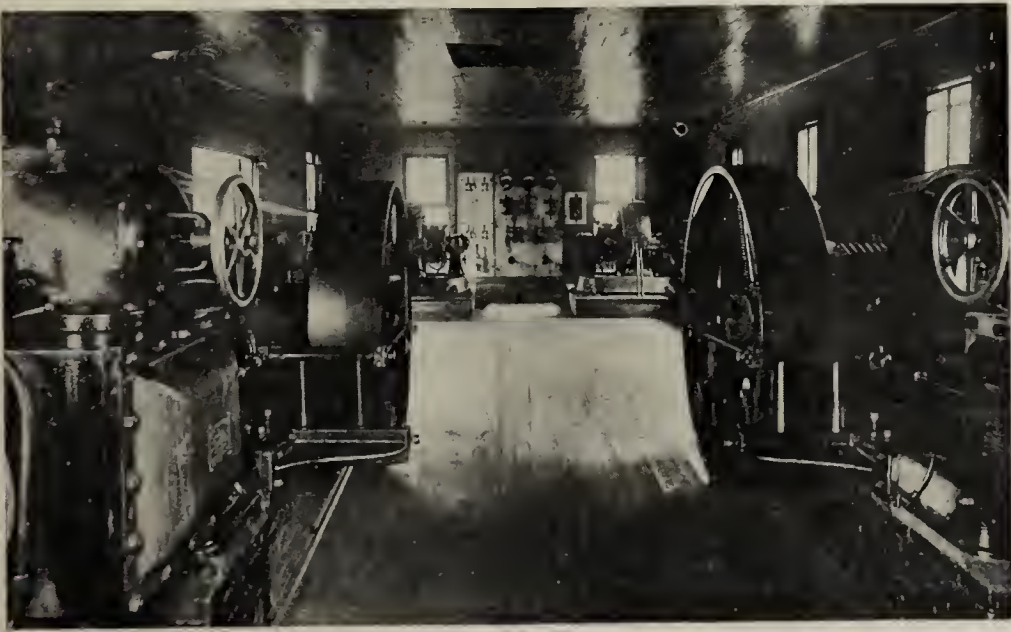


Fig. 6. Power. Two 150 H. P. Engines, Two 100 Kw. Generators, and Goodman Switchboard.

horses. As the entries advance such distances from these partings as to cause inconveniently long hauls for the horses, the rack rail is extended forward and another gathering point estab-

lished. Rack rail extensions in these flat side entries are made with worn iron from the main haulage, where grades are heavy. This plan affords an economical outlet for the worn rail and keeps the whole system in best shape, since every hundred feet of side entry extension means renewal of an equal distance of main haulage rail, however slightly worn.



Total weight of 25-car trip.....93½ tons  
Maximum grade against loads, 3.8 per cent for  
300 feet, approached by 500 feet of 3.4 per cent.

nevertheless are accurate and speak volumes for the haulage system in vogue, for the management of the mine and for the maintenance of

each year. The western towns are becoming more populous, new factories are being built, and railroads, in extending and building, need more coal to operate. The dealers were weeks behind in their orders last winter and many families were forced to heat their homes and do cooking with wood.

With the present solution of summer storing simplified by the local railroads, the possibility of a coal shortage next winter is reduced to a minimum. All dealers have been notified that orders placed this summer will receive prompt attention. Larger bins have been built by several of the local companies to accommodate winter supplies. The shortage of labor necessitated some such steps being taken. With men in demand throughout the west the coal miners can not be relied upon to remain at work in the mines. The inability of the mines and railroads to bring adequate supplies of coal into Salt Lake last winter with full forces at work, showed to some extent what conditions would result were the mines thrown upon small forces.

Already the railroads are doing some storage of coal on their own account at all coaling points along their lines, and preparations are being made to have clear decks as much as possible by the time the big coal rush sets in.

The constantly increasing demand for fuel has



Fig. 7. Loaded Trip Coming Out. Company Houses on Hill.

In the afternoon there was a straight run of six hours, with no more than ordinary delays. During this time twenty-two trips were hauled,

equipment. Fig. 8 shows the three rack rail locomotives near the motor house, together with Harry E. Street, the company's very competent

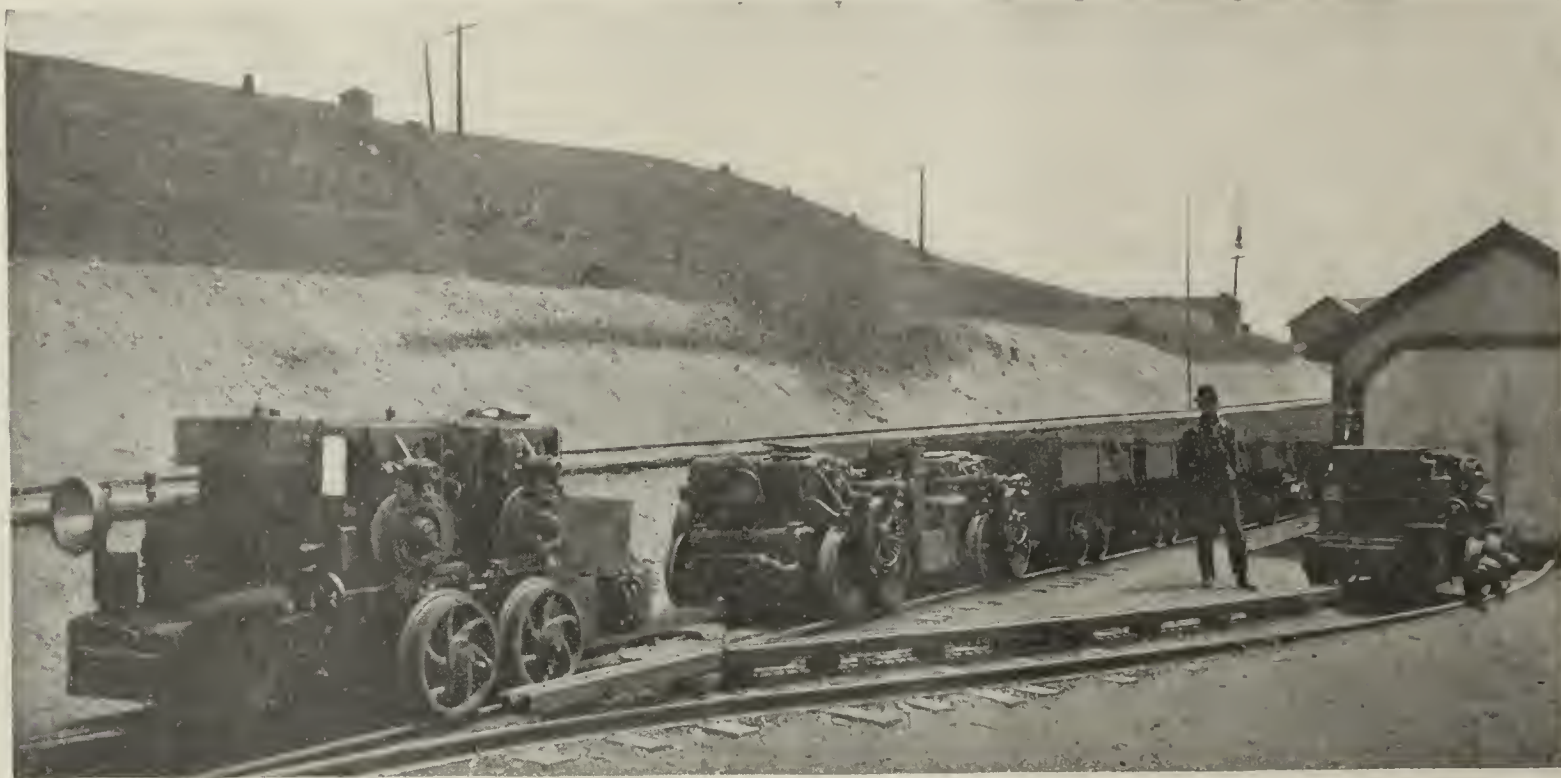


Fig. 8. The Three Goodman Rack Rail Locomotives.

making an average of sixteen minutes per round trip.

The foregoing records of tonnage in regular service and in many respects extraordinary but

electrician, to whom large credit is due for his careful maintenance of the electrical equipment. C. F. Ferguson has charge of the mechanical department.

stirred the Union Pacific officials into action and several new producers will probably be opened in time for next winter's business.

The Central Coal & Coke Co., operating in Sweetwater county, is drilling about three miles south of its No. 1 mine and will probably open up new collieries at that place.

The Superior Coal Co., near Rock Springs, has five gangs of graders at work on the construction of the railroad spur to its new mines, and it is announced the road will be finished about July 15.

John N. Kirk, Elias Sperling, Philip Weinstein and Dan Brown, of Butte, Mont., have formed the Butte & Fergus Coal Co. They own a large tract on the old "jawbone" railroad, now a part of the Chicago, Milwaukee & St. Paul road. They have located 640 acres through which a dyke of coking coal runs and which, an analysis recently made, shows can be profitably mined. The coal field lies between Lombard and Lewiston, Mont., and men have been put to work to sink a shaft and develop the property. They can take coal out from the beginning and can find a ready market for it for smelting and domestic purposes. Since the location of the ground several years ago the owners have had several offers to sell, which would have insured them all a good profit, but they have decided that if the mine is a good thing they will keep it themselves. The retail value of the coal f. o. b. Butte would be \$4 or \$5, and will be known as "Fergus" coal when put on the Butte market.

## Trade News from Rocky Mountains.

The lesson taught by the serious conditions last winter, when a scarcity of coal was felt keenly in Salt Lake, is already bearing fruit. The joint agreement reached by the Salt Lake route, Oregon Short Line and Denver & Rio Grande to reduce freight and coal rates on and after July first has opened the eyes of local dealers to the fact that coal can be brought here during the slack season to prevent a repetition of last winter's unpleasant experiences. The freight rate on coal has been cut twenty-five cents and the price of nut and lump coal has been reduced twenty-five cents, making a reduction of fifty cents per ton on coal.

Dealers will be charged the regular rate, but on August first an invoice of their stock will be taken and all coal stored in excess of the tonnage in the yards on June sixteenth will be entitled to a refund of fifty cents a ton. It is figured that if the dealer desires to store coal and tie up his good money in so doing, he is entitled to this allowance for shrinkage and the investment. It is also intimated that those dealers who take advan-

tage of this rate and then commence drawing on their storage supply immediately after August first will find some difficulty in getting their orders filled when the real rush of midwinter sets in.

The railroads have plenty of cars at this time of the season to handle the coal, and as there is not one-third the demand for fuel, no difficulty will be experienced in bringing large supplies to local markets.

The mines of Wyoming and Utah are working with full forces and thousands of tons of coal are ready for shipment to Salt Lake. The Oregon Short Line reaches big mines at Kemmerer, Diamondville and Cumberland, Wyo. These mines alone are yielding 7,000 tons of coal daily. When the rates are in effect a heavy movement will begin from all coal camps and center in Salt Lake, where dealers will fill every yard, crib and bin. The shortage of coal during winter months is a serious problem in this territory and all over the west. The country is growing rapidly and greater demands are being made for material



### Testimonial to John H. Jones.

A very pleasant event occurred at the Bellevue-Stratford, Philadelphia, on Tuesday night, June twenty-sixth, when a number of his old associates gathered to commemorate the sixty-ninth anniversary of John H. Jones' birthday. Mr. Jones, who is the coal freight agent of the Philadelphia & Reading Railway Company, has the happy faculty of becoming closely associated with men that were connected with him in similar employment, which has held together a circle of friends that he is pleased to call "his boys."

The feature of the evening was the presentation of a magnificent loving cup as a token of the high regard in which "his boys" held him, and a letter was read from John Totty, another of the boys, now in England, extending his good wishes on the occasion.

F. C. Herriman, coal traffic manager of the New York Central railroad, was the toastmaster, and with his usual appropriate wit and humor the testimonial dinner proved a very enjoyable affair. Quite a number of short



John H. Jones, Coal Freight Agent,  
P. & R. Ry. Co.

speeches were made, recalling past incidents, many of them still fresh in the memory of those present, also giving evidence of the close comradeship that has been maintained throughout these years.

Mr. Jones has been connected with the Reading system since 1872, a period of thirty-four years. In that year he was car agent and chief clerk to the superintendent of transportation of the Catawissa railroad, which was leased to the Reading company at that time.

The following gentlemen attended the dinner and presentation tendered Mr. Jones: F. E. Herriman, coal traffic manager, the New York Central; W. T. Grier, coal freight agent, Lehigh Valley railroad; W. W. Ruley, statistician; Rembrandt Peale, president of Peale, Peacock & Kerr; E. E. Walling, general sales agent at Philadelphia, for Peale, Peacock & Kerr; Jos. B. Campbell, secretary and treasurer, Duncan-Spangler Coal Co.; H. H. Grissinger, cashier, Fourth National Bank; George P. Wilson, chief of tariff bureau, Pennsylvania railroad; F. W. Kennedy, general sales agent of the Vinton Colliery Co., and Eugene Walling, sales agent of the latter company.

### Coal Merchants Outing.

The Pennsylvania Retail Coal Merchants' Association, comprised of the dealers in eastern Pennsylvania, Delaware and Maryland, held its annual meeting and outing on June 26th and 27th. The party, consisting of 227 members of the association and their friends, gathered on the forenoon of Tuesday at the Paxinos Inn, Easton, Pa., where they went into annual session and elected the following officers to serve during the ensuing year: President, Samuel B. Crowell, of Philadelphia; vice-president, E. C. Smoyer, Allentown; treasurer, C. S. Williamson, Media; secretary, W. M. Bertolet, Reading.

F. G. Humphrey, of Waterbury, Conn., presi-

dent of the New England Retail Coal Dealers' Association, was present at the meeting and delivered an able address on the workings of the association. Arrangements had been previously made for a trip to New York and Coney Island, and at five o'clock in the afternoon the association became the guests of the Lehigh Valley Railroad Company, which had provided a special train, consisting of six vestibuled coaches, a combination car and a dining car, in which the party were served a substantial supper on their way to New York. E. I. Edwards, of the Lehigh Valley Coal Company, was in charge of the party, and on their arrival at Jersey City had the steamer Sylvester alongside the Adams Express Co.'s pier, the steamer having been previously chartered.

The association embarked at about seven o'clock that evening for a moonlight sail to Coney Island. A very pleasant time was spent at this popular resort, and the many attractions it offers were greatly enjoyed. Most of the party returned to New York that night, or early morning, to take in the important features of the city. At 2:26 p. m. on Wednesday, the Lehigh Valley special was again at their service from Jersey City, stopping at Easton to let off the contingent for that point, and then going to Allentown to allow members to make connections with the Philadelphia & Reading.

### Canadian Retail Dealers Meet.

The Canadian Retail Coal Dealers' Association, formerly the Western Ontario Retail Coal Association, for its annual meeting and outing will take a trip from Buffalo to the anthracite coal fields of the Delaware, Lackawanna and Western Railway Co. in eastern Pennsylvania, the excursion including five days, from July tenth to July fourteenth, inclusive.

The itinerary of the trip is given below, with brief notes of some of the many objects of interest to be inspected:

#### Tuesday, July Tenth.

1 to 1:30 p. m.—Inspection of lake shipping dock and retail trestle, foot of Erie street, Buffalo, N. Y.

2 p. m.—Special train will leave coal department office, foot of Erie street, Buffalo, stopping at D. L. & W. Railroad Co.'s depot, foot of Main street, five minutes later.

Cheektowaga Trestle—Eleven miles from Buffalo, train will slow down for a view of the longest storage trestle in the world—one mile in length.

Train will arrive at city of Scranton, Pa., about 9 p. m.

Supper will be served at hotels, where guests are billeted, after arrival of train.

#### Wednesday, July Eleventh.

8:30 a. m.—Special train will leave D. L. & W. Railroad Co.'s depot, Scranton, for inspection of their Diamond, Bellevue and Sloan mines and breakers.

Diamond breaker was built in 1850 and was one of the first in the world erected for preparing anthracite coal. It is now being replaced by a modern breaker.

Bellevue breaker, built in 1854. The coal prepared through this breaker comes from veins underlying the city of Scranton for many miles.

Sloan breaker, located in the Keyser Valley, the richest anthracite basin in the entire region.

The electric water hoist. This plant is operated not only electrically, but automatically, and has a daily hoisting capacity of six million gallons. The shaft is 480 feet deep and drains six mines.

Return to Scranton at 12 a. m. for luncheon.

2 p. m.—Special train will leave D. L. & W. Railroad Co.'s depot, Scranton, for trip down the beautiful Wyoming Valley, passing breakers, culm banks and numerous other evidences of coal mining.

View of the Susquehanna and Lackawanna valleys.

The monument erected to commemorate the Wyoming massacre of 1778.

In this valley is located the D. L. & W. Railroad Co.'s Woodward breaker, the largest producer of anthracite in the world. From this mine over one million tons of coal were taken in 1905.

One hour will be spent at the D. L. & W. Co.'s Truesdale breaker, the largest coal breaker

in the world, and the second to be operated by electricity.

Train will arrive at Scranton about 4:30 p. m. 8 p. m.—The Scranton Oratorio Society, composed of miners and their families, will give a special concert, to which all members of the party are invited. This society is famous throughout America, has won two World's Fair medals, and the securing of it for this occasion offers one of the most pleasing incidents of the trip.

#### Thursday, July Twelfth.

8:30 a. m.—Special train will leave D. L. & W. Railroad Co.'s depot, Scranton, for the celebrated Delaware Water Gap, one of the most noted scenic views in the world.

Train works its way up to the summit of Pocono Mountain, two thousand feet above the level of the sea, from there down to Water Gap.

Luncheon will be served at Water Gap.

2:30 p. m.—Special train will leave for Scranton, arriving there about 4:30 p. m.

The evening will be left free for the guests to do as they please.

#### Friday, July Thirteenth.

8 a. m.—Special train will leave D. L. & W. Railroad Co.'s depot, Scranton, for return trip to Buffalo, arriving there between 3 and 4 p. m., so that a large number will be able to reach home that evening.

#### Special Attention.

On arriving in Buffalo it is absolutely necessary to register, deposit railroad certificate and get badge. For this purpose, from 10 a. m. to 1:45 p. m. on Tuesday, July tenth, the secretary will be at the coal department office of the Delaware, Lackawanna & Western Railroad Company, foot of Erie street, Buffalo, N. Y.

### Bedford Coal & Coke Co. Opens Country Department.

The Bedford Coal & Coke Co., 355 Dearborn street, Chicago, has decided to go after country business and has opened up a country department, placing Thomas W. Gilmore in charge. The



Thomas W. Gilmore.

firm of Gilmore & Durborrow was dissolved on June first, and Mr. Gilmore accepted his present position at that time.

Thomas W. Gilmore began his business career with Armour & Co., of Chicago, with whom he was identified for eight years. He then accepted a position with the Crescent Coal & Mining Co., of Chicago, at that time one of the largest shipping companies in the west. In 1902 he organized the firm of Gilmore & Easterly and was secretary and treasurer of that organization until its dissolution.

Mr. Gilmore was born in Cincinnati June twenty-seventh, 1874, and is prominent in club circles of Chicago. He has a pleasing personality, which has won him a host of friends in the coal trade, who wish him every success in his new position.



## Reports from Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, July 5, 1906.

With the coming of July first on the opening of the week, marking the period of another advance of ten cents per ton on anthracite coal of the domestic sizes, with a national holiday intervening, and with the thermometer up to 97 degrees in the shade, there is apparently no incentive to tempt any one to talk business at this time. In fact, most of the trade seems to be given over to vacations.

### Partial Closing of Anthracite Mines.

The Reading, Lehigh and Wilkesbarre coal mines have closed down for the entire week, and other companies, of course, were idle on July fourth, with the probability that it may be a day or two longer at some of the mines. The tonnage output will naturally be reduced accordingly, and there is little effort being given to business at the moment.

Notwithstanding this status, the prospect for the month is fairly good, with enough orders already in hand, at the advanced figures, to assure the trade of enough shipments to absorb what coal will be produced. In fact, some of the producing interests report being short of coal and behind on their orders, and while a proportion of the unfilled business may be canceled because of the higher price, there is no doubt but that there is still considerable trade requiring shipment for at least another four weeks.

Each of the companies is merely regulating its own individual business as it finds the situation warrants from time to time. In some cases delays have occurred due to the shortage of labor at the mines, causing the production to fall below the current requirements. As heavier shipments are made possible upon it by improved conditions and things become easier, the necessary curtailment will be made in such manner as is most convenient to meet the situation. The strength of the market is based on the fact that so far there has been no accumulation of the prepared sizes in first hands.

### Storage Stocks to Continue Light.

It is not likely that there will be any more coal stored this year, if as much, as has been usual hitherto, the shippers appreciating that the average consumer has probably more coal in his bin than has ever before occurred at this period. While the opinion maintains that the trade will surely be dull for at least two months during the summer, owing to dealers in several important

localities being still burdened with stock coal previously purchased, it is also true that the consumption dependent upon daily requirements amount to fifty per cent of the coal used in cold weather. When this begins, with the turn of the fall season, it is believed a large business will develop, as it is known that many dealers who had bought heavily last spring are running short, though they are not inclined to replenish at this time, a fact which will also have its effect when the cooler climate approaches.

It was thought that the territory in the east would be filled up in the month of June and that very few orders could be expected beyond that date, but this has not materialized, and seemingly there is enough demand to keep a fair tonnage moving in that direction.

The harbor trade is not brisk, yet there is a quiet demand for delivery that is taking out of the tonnage arriving at the shipping ports more than is figured upon before hand. There are still some line orders available for the current month's delivery, which it is thought will continue in a moderate way. Egg and pea coal seem to have been the more desirable sizes for some time past, and these grades are short with all shippers. The other sizes are not excessive and move off in the general cargo shipments. The steam grades are heavy, but naturally so, as large provision has been made against a strike by all the big users, and these must first be absorbed before the demand for them can increase.

### Seaboard Bituminous Trade Still Dull.

In the Atlantic seaboard soft coal trade there is very little change from the dullness of the several weeks past, and if anything, it is harder to dispose of coal than it has been so far. This probably has been accentuated by the general disinclination in the trade to do anything over the holidays, and it is at the moment entirely a question of finding somebody who has the room and inclination to take in the coal in order to relieve the situation.

The Baltimore & Ohio, at St. George, and its connections over the Reading railway to Port Reading, has created a bad condition by placing embargoes upon shipments to them, which does not help things and has a tendency to disorganize, causing all shippers to suffer for the faults of the few, with the result that business is being turned away from these ports in a great many instances. All the mines in the different regions are obliged to curtail shipments from them, and this may possibly reach a condition, later on, where coal will be less plentiful with consumers, thus caus-

ing a reaction and helping the trade materially.

Prices remain unchanged, but few transactions are made in a day's business. The better grades of steam coal are being well upheld in price. Dealers show no desire to sell under specified figures, and when these are not obtainable, refuse to make shipments. The demands for cheap coals are very much less than they were, an indication that the average buyer does not care to bother with a cheap product, too often resulting in greater cost in the end.

The trade situation in the lower field shows a similar inertia for this product, and it is understood that a very large quantity has been stocked at one of the shipping points, which is accruing in cost by the demurrage upon it. A heavy restriction in mining, however, gives promise of a reduction in future shipments, and it is hoped that this may give the relief desired.

The labor situation in the Clearfield district is not much changed. A few additional mines have signed with their men, and it is thought that this feature must shortly influence the great majority of the men to go back to work. They are already greatly incensed at union officials for holding them out so long, that they are likely to break away at any time now.

Trade in the far east is not taking on its monthly allotments of coal for which it contracted, and shipments to this territory are very slack. But consumers at shoal water points, requiring light draught vessels, are taking on more consignments, while at the deep-water points there is a dearth of orders, users merely using what they need from their stock.

### Low Ocean Freight No Inducement.

Even the low ocean freights are no inducement, and vessels, as a result of the inactivity, are taking outside freights, which are higher than coal. Indeed, we know of a number of instances where vessels have sailed light, to get more advantageous rates this way.

Along Long Island Sound trade is very quiet. New York is producing only a small amount of business, with prices ranging from \$2.45 to \$2.75 as to the quality, f. o. b. the shipping ports. The vessel market is not well supplied with craft, and some of that available is declining the low rates quoted.

Philadelphia quotes to Boston, Salem and Portland 60@65c; to the sound ports, 55@60c; Lynn, Newburyport and Bangor, 80c; Portsmouth, 70@75c; Bath, 70c; Saco and Gardiner, 90c and towage.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, July 5.—(Special Correspondence.)—Usual summer dullness has marked the anthracite trade during the past week and is certain to continue for some weeks to come. July is always a dull month and the indications are that the present period of lethargic conditions will be even more pronounced than usual. This is due to the fact that the mine output has been far below normal, and also to the good stocks held by dealers, who in anticipation of a possible strike put in about all the coal early that they could conveniently store. Thus an unusual condition is presented. Not only is there backwardness on the part of the mine operators in the matter of shipments, but the trade is making no really active demand upon them. It is a case of both sides being content to sit down and take it easy.

While there was a little spurt of business in the last week of June, the new circular made quick work of that, and this week has been the duller of the season. With the miners enjoying the national holiday, which they are always prone to stretch to the limit of time, there is a good probability that the week's business will cut but a sorry figure in the year's record.

Some of the mines will make no effort to operate during the holiday week, for the desire of the men to take it easy affords an excellent opportunity to curtail a production which, though

small, comparatively, is ample to meet every demand. In steam sizes of anthracite, especially, has been a wonderful falling off in demand there has been a wonderful falling off in demand since the bituminous mines have been putting in better time and turning out an increased quantity.

### Decrease in Lake Shipments.

Lake shipments have shown no improvement this week, in fact there has been a decrease in the amount of coal clearing by boat. The total for June was 256,556 tons, as against 318,040 tons for the same period in 1905. The supply of available tonnage continues in excess of the demand, but rates continue firm. There appears to be no anxious demand for coal at upper lake ports, the early season shipments, the heaviest in the history of the Buffalo lake trade, having apparently put the dealers of the northwest on easy street.

As follows is the clearance record of the past week, together with the amounts sent to various ports: Chicago, 11,700; Milwaukee, 17,200; Sheboygan, 3,500; Fort William, 16,200; Superior, 7,800; Hancock, 1,300 tons. It will be observed that only six ports were represented in the consignments; that Fort William received more than any other one port except Milwaukee and nearly

as much as that Wisconsin city, and that not a single cargo was cleared for upper Lake Superior ports. The largest cargo was carried by the Superior, amounting to 5,400 tons. Shippers say there is no prospect of an immediate enlargement of the lake business and that probably it will be August before the trade will reach a normal condition of activity.

Many of the local dealers are now enjoying their summer vacations, and there has never been a season when they could go away to seek rest and recreation with a feeling of greater unconcern for the business they are leaving behind. There is little probability of losing customers through their absence from their desks, for nobody is apparently worrying about the future, the small dealer satisfied that he can readily obtain stock when he needs it; and the absence from town of the usual stream of visitors, making it perfectly safe to lock up the offices, were the sales agent so inclined.

In the bituminous trade conditions continue about as last reported. There is an increase in the car shortage, for which it is somewhat difficult to account. General demand upon rolling stock is not so great as at some periods of the year, yet the companies complain that they are unable to supply cars for the coal haul. One reason undoubtedly may consistently be found in



the fact that the Pennsylvania road which has in the past furnished a great quantity of cars for the soft coal men, is handling more coarse freight of its own than ever before, and is holding its rolling stock for its own accommodation.

#### Slightly Increased Demand for Bituminous.

There is a slightly increased demand over that of last week, but there has been no advance in price. The increase comes, no doubt, through the railroad contracts which have been made recently. As previously stated in this correspondence, the demand for steam coal has come from roads which are seldom in the market. There is a feeling of confidence on the part of the bituminous dealers that the increased inquiry is certain to strengthen prices in the near future, possibly within the next two weeks. So far as the mine strikes are concerned there has been no great improvement. Some mines which were idle last week are now working with shortened forces, while others which were producing a small output ten days ago, are now practically idle. There is a general impression that on the whole the soft coal business has been overworked. A great number of new mines have been opened and operated during the past two years, and the result has been to bring the total bituminous output considerably above present requirements. This has been one of the factors which has contributed to creating a spirit of indifference on the part of the old operators, whether their men are willing to sign agreements or not.

A falling off in the eastern demand for bituminous has aided in sending coal in this direction and this has also tended to restrain an advance in prices in this market. Today Pittsburg run-of-mine is selling at the bridges for \$2.40; three-fourths at \$2.50.

Local retail trade is at a standstill. Comparatively little domestic coal is being used here during the hot weather, householders preferring to use even illuminating gas for cooking and other purposes, than to heat up their houses with a coal fire. Probably there is no city in the country where gas is so generally used as in Buffalo, though there is still a large area of the city which has not yet been supplied with natural gas mains.

#### The Philadelphia Coal Trade.

PHILADELPHIA, PA., July 5.—(*Special Correspondence*.)—The anthracite coal trade is inclined to be quieter than it was last month, though to what extent can not yet be estimated, as it is too early in the month and the fact that the holidays have demoralized things generally by the absence from business for several days of buyers, who otherwise would probably have placed orders. There is, however, still some unfilled business holding over from last month, which will go forward at the current advance of ten cents a ton, with also a number of orders received at the July figures, but a better idea of the present prospective demand can be gleaned after the trade again gets together on a more normal basis.

The mines in the lower field will, it is believed, be very generally closed for the week. The Philadelphia & Reading Coal & Iron Co.'s mines will all shut down and it is not unlikely that other smaller operations in this locality will do the same, so that the tonnage during this interim will be very limited for shipments to the territory which it supplies. The sentiment of the consuming trade shows that the full requirements of coal for future use will be taken in advance of the full circular price becoming effective, as they have no opportunity to accumulate any stocks prior to the mines resuming work and most of them had but little supplies left.

The domestic sizes are moving off quite freely, having thus far prevented any of this coal going in stock, though on some of the steam grades that are not so active, there has probably been a proportion of it put in storage, but this is rather desirable in order to facilitate heavier distribution that comes later in the season and during the winter months.

#### Bituminous Market Well Maintained.

In the bituminous market there is very little change worthy of note, though it is to be noted that it maintains itself remarkably well considering the long period of dullness that has prevailed. Here and there a few more orders are

reported with greater optimism as to what may be expected to develop shortly, which at the advanced prices they are demanding will fully repay for the reduced shipments in the past. All the mines are being curtailed in their production to actual requirements and it is surprising that with over ninety per cent of the tonnage in the central Pennsylvania field being still idle, there should be so little demand for coal. This is no doubt entirely due to the large quantity of stocks that were put away to guard against a strike and is assuring no relief until they are generally exhausted. Under these conditions there has been no incentive to urge the miners on strike for three months to return, though the feeling of unrest among them is believed will shortly result in a break from the union ranks. This would mean that they accept the operators' proposition, to which they have always agreed as regards to wages, hours, etc., but would also work under the open shop, this latter being the only feature insisted upon by the union officials, and who may soon realize their unwise policy by the men deserting them.

#### The New England Trade.

BOSTON, MASS., July 5.—(*Special Correspondence*.)—The anthracite coal market has quieted down considerably from a week or two ago, no doubt having good supplies on hand and the discount in price for the current month is not of sufficient inducement to encourage the placing of further orders. The *Commercial Bulletin* of Boston, in a recent issue on the coal situation, says:

"All connected either with the mining or distribution of coal, whether anthracite or bituminous, feel that circumstances compel them to describe trade this summer as eminently unsatisfactory. Business with them, quiet for some weeks past, has of late lapsed into a dullness bordering on stagnation and prospects of a revival seem, at this writing (June 30), remote indeed. The retailers, like those who deal in round lots, find their patrons languid and indifferent. The coal needed by well-to-do householders for next winter was purchased weeks ago and is now in their bins."

This is practically true and portrays the situation clearly. Shoalwater port business is not yet filled up and additional cargoes will be required from time to time, as suitable vessels can be had for its delivery. Shipments to interior points that are reached by the all-rail route from the mines are continuing fairly good and promises to maintain the present status for some time to come. At the larger centers throughout this territory the demand at retail is exceedingly quiet, and in consequence dealers' stocks are moving out very slowly, which must reflect into the wholesale market with more effect as it continues. No change can now be expected, as with the hot weather period now on, householders are inclined to see first to their own comfort and are leaving the cities for a cooler climate on the seashore, or mountains.

#### Dullness Continues in Bituminous.

The bituminous coal trade in this locality has as yet shown no signs of a revival and things are just about as quiet as they can be and maintain the present status. There are but few orders available, even on the business contracted for, making it difficult not only to move the coal forward after it is mined, but to correctly estimate the current requirements for shipments in advance. The most conservative tonnage figures are often too high, as is evidenced by the enormous stocks at Newport News, which it will be impossible to move until some time later.

This region is, however, now rigidly curtailing the mine product, while even the transportation lines are in a measure restricting the car supply where the tonnage is not promptly provided for on arrival at the shipping ports. It is said in this connection that occasionally a cargo is offered at a bargain or shipped on the market to concede something in the price, when a prompt sale can not be made, but this does not help the general situation any, indeed it rather retards the placing of orders, owing to the apparent uncertainty of the quotation. Especially is this true of the coals that are to advance ten cents a ton the first of next month and this would seem to demand a determined stand on the value upon them.

#### The Baltimore Shipping Trade.

BALTIMORE, MD., July 5.—(*Special Correspondence*.)—With the thermometer flirting with the nineties for the major portion of the week just closed, things were naturally not so extremely propitious for an unusual volume of coal business. It was a typical midsummer week, a week of light demand for anthracite for household consumption or storage, as the mind of the householder turned more to cooling beverages and to how to get out of town than to coal, even at a reduced summer schedule. The week was also very flat for the bituminous business outside of the usual contract and tidewater trade, which went merrily on.

In this time of dullness the difference between the settled anthracite market, with its established basis, and the erratic bituminous market is more than ordinarily accentuated. Bituminous prices have touched a point of little or no profit for many, and that fuel will probably struggle through the greater part of the summer as it stands today. From ninety cents for some of the lower grades to \$1.50 for the best is the way things stand at present.

The announcement of the Ohio agreement, by the way, will probably have considerable effect here. Not a little bituminous has been finding its way from the Maryland, West Virginia and Pennsylvania bituminous fields to the Ohio markets during the troubles there. This coal will now have to find its market in the east.

#### Water Movements Very Heavy.

It is not all dark for bituminous, however, for the water movement continues very heavy. The Consolidation Coal Co. interests have been shipping each week in the neighborhood of 25,000 tons, this going to New England points, as well as to San Francisco and the Philippine Islands. During the week one ship with 4,600 tons was gotten off for Manila, and another is loading a similar cargo at present.

The Maryland Coal and Coke Co. has been a heavy shipper recently over the Pennsylvania railroad piers at Canton. Although but a little more than a year old, the business of the company, both south and to New England points, has grown so rapidly that it is expected that the present month will see some fifty thousand tons go over the Pennsylvania pier to their account. The Pennsylvania, by the way, has bought the old and new coal piers owned by the Baker-Whitely Coal Co. The old pier, built about twenty-five years ago, is being torn down.

Vice-President Jerre H. Wheelwright, of the Consolidation Coal Co., who went to Europe for recreation after his arduous duties connected with the sale by the B. & O. railroad of its holdings in the Consolidation Coal Co., is expected back shortly. He is spending his time between London and Paris.

#### Rigid Legislation Against Gasoline.

The rigid new gasoline ordinance which is now being vigorously pushed by the building inspector, and which makes the ordinary gasoline stove almost out of the range of possible use, is having an effect on coal. Even in the warm months it is forcing many who had used gasoline to the small coal dealer for fuel. The "bushel business" in coal ought to take a big jump next winter.

Speaking of gasoline, it is interesting to note that many of the owners of motor boats, automobiles, etc., are worried over the announcement by the Standard Oil Co. of a famine in the high grade gasoline. Autoists may yet have to fall back on old King Coal.

The George's Creek Coal and Iron Co. has declared a semi-annual dividend of \$2.50 per share.

Many of the coal cart horses who are working these hot days in ice carts to the point of prostration and death are probably wishing for the chance to freeze to death in a blizzard while pulling a load intended to create heat. This particular brand of horse seems to be the especial victim of "irony of fate" both summer and winter.

The city council having adjourned, the coal man will not have to worry about any possible adverse legislation until September. Mr. B. M. Watts, who is both a city councilman and president of the local coal exchange, will therefore have a rest in heading off ambitious city fathers who wish to regulate methods of unloading carts, etc.



## Eastern General and Personal Notes.

The Reading's anthracite coal tonnage for June is about 1,100,000 tons, which indicates a total production of 5,500,000 tons for the month, but the general estimate is 5,200,000 tons.

C. J. Wittenberg, president of the Chesapeake & Ohio Coal & Coke Co., New York, returned to his office the first of the week, after having spent several days at the company's coal operations in West Virginia.

C. E. Lester, vice-president the W. C. Mason Co., Inc., New York, returned the first of the week, after spending about eight days on the Maine coast. It is not often Mr. Lester finds time to take a brief spell for recreation, but this occasion was one of special interest, which he could not let go by.

George F. Baer, president of the Philadelphia & Reading Railway Co., will sail from New York on Saturday, July seventh, for Europe. He expects to remain abroad for about two months. It is seldom Mr. Baer gets away from business duties for extended periods, and his going at this time is fully merited.

Harry Schroeder, a son of John F. Schroeder, of the firm of Schroeder & Kahrs, 412 East One Hundred and Ninth street, New York, was married on June twentieth to Miss Florence Pulver. The wedding ceremony was held in the church and the young couple departed after the services were over on their honeymoon trip.

E. A. Ward, identified with the United Coal Co. at New York, has taken up quarters, with his wife and daughter, on the Jersey coast, being located at Allenhurst, where they will remain during the heated term. Mr. Ward will take advantage of the convenient water transportation to New York in attending to his duties while stopping at the seashore.

P. B. Heilner, general sales agent of the Lehigh & Wilkesbarre Coal Co., New York, spent the warm days of Saturday and Sunday last very comfortably with H. F. Hanson, of Hanson & Parker, Ltd., Boston, Mass., aboard his new gasoline boat, cruising in the sound as far down as Whitestone and up to Larchmont, Oyster Bay, and other points on these waters.

Samuel Heilner, of the firm of Percy Heilner & Son, Philadelphia, who went abroad on May thirty-first, returned on the steamship Amerika from Hamburg on Saturday, June thirtieth. Mr. Heilner was accompanied by Mrs. Heilner and Miss Heilner, his sister, they having gone abroad about the middle of April to tour Spain and southern Europe, meeting Mr. Heilner at Paris, to join them on their voyage home.

G. I. Herbert, of H. L. Herbert & Co., New York, has again removed his family to their summer cottage at Slide Mountain, Big Indian, in the Catskills, where they will reside during the warm season. Mr. Herbert is a member of the Winnisook Club, which has an established colony at this place, and will make week's end and over-Sunday trips to this resort in order to obtain some recreation away from business duties.

A statement issued by the department of commerce and labor says that during the fiscal year just ended 1,463 merchant vessels were built in this country. They measured 421,744 gross register tons, compared with 1,301 of 326,213 gross tons for the fiscal year 1905. The year's increase has been entirely in steel steamships on the great lakes, numbering 52 of 237,724 gross tons, compared with 29 of 102,497 gross tons for the previous year.

Negotiations for the sale of the Jermyn anthracite collieries at Old Forge, Pa., that have been on for some time, are now said to have been concluded by a final agreement of sale, and that the Erie railroad will take control of the properties, at a price approximating over \$1,500,000. These collieries have been idle through a miners' strike since early in the year, and some interest is shown as to what action will be taken by the Erie when it gets the control of the mines.

The Interborough Rapid Transit Co., of New York city, awarded its contracts for the supply of

about 300,000 tons of bituminous coal on Saturday of last week, for delivery to its different power plants during the ensuing year. It is understood that only two awards were made on the business this year, where heretofore it had been customary to divide in five or six parts. The fortunate bidders are said to be the Berwind-White Coal Mining Co. and the Somerset Coal Co., sharing about equally.

Further action was taken by the board of health during the week to eliminate the smoke nuisance, in the case of the Long Island railroad, when five engineers of the road were held by Magistrate Connorton in the Long Island City police court in \$500 bonds each for special sessions. The men were arrested when they were about to take out their engines, in which soft coal was burned. The magistrate, in holding them for trial, said he would much prefer to have the directors or other persons really responsible brought before him.

The retail coal merchants of the boroughs of Manhattan and the Bronx, New York city, have advanced the price ten cents a ton on the domestic sizes of anthracite coal, effective from July first. This makes the current price for broken, egg, stove and chestnut \$6.05, and applies to the family trade, boarding houses, stores, saloons, barber shops and boarding and livery stables. Pea coal is \$4.50, with an extra charge of twenty-five cents on all half-ton deliveries. The advance is made to conform with the monthly increase in cost of coal at wholesale.

Louis P. Miller, president of the Morris Run Mines, Corning, N. Y., sailed on Thursday, June twenty-eighth, for Europe, and expects to remain abroad for about two months. Mr. Miller undoubtedly felt the need of a rest from his recent strenuous duties in connection with the miners' strikes. The men having gone out on April first, and showing no signs that they would surrender up to last week, he agreed to accept the United Mine Workers' scale, which was concluded before his departure, with the understanding that mine employes would return to work on Monday, July second.

For the purpose of securing evidence of alleged discrimination in favor of certain coal companies, representatives of Haskell & Sells, expert accountants, of New York, are canvassing the books of the Pennsylvania railroad under an order of court secured in the suits for damages brought against the railroad company by the Pennsylvania Coal & Coke Co., the Mitchell Coal & Coke Co. and the Webster Coal & Coke Co. The experts began their work last week, and several weeks will be required to go over the books included in the court orders. As a result of the investigation ex-District Attorney Graham hopes to recover more than \$1,500,000 for his clients, the three coal companies.

The directors of the New York, Ontario & Western Railway Co., at a meeting held in New York on June twenty-seventh, declared a dividend of two per cent on the capital stock of the road. This is an increase of one-half of one per cent over the previous payment, which was made on July thirty-first, 1905. It was said that the earnings of the road for the last year had been sufficient to permit this increase in the dividend rate. Owing to the holdings of \$29,160,000 of the common stock, acquired by the New York, New Haven & Hartford railroad, in October, 1904, which amount has presumably been increased since that time, it will benefit from this increase in the dividend just declared an addition of \$582,000 to the New Haven's income for the year.

W. S. Kuhn, accompanied by Mrs. Kuhn, her sister and two sons, returned from Europe on Tuesday of last week, via the steamship Kronprinz Wilhelm, after a very enjoyable trip of two months abroad. Mr. Kuhn has taken his family to Shinnecock Hills, Southampton, L. I., where he owns a summer residence, and will spend the warm season at the seashore. While Mr. Kuhn is a very busy man, having large financial interests in Pittsburg and that territory, among which is his ownership in coal properties, being president of the United Coal Co., he believes that recreation is occasionally necessary. He expects

to return to his office in Pittsburg shortly, so that his brother, who is associated with him, may take a vacation at his summer quarters in Canada.

Sanitary Superintendent Maxfield, of the Borough of Brooklyn, is now waging war against the smoke nuisance and kindred abuses. On June sixth, at the instance of the health department, through Inspector D. Melody, Daniel Turnbull, of North Thirteenth and Berry streets, Williamsburg, was fined \$250 for violating section 96 of the sanitary code, and distressing the residents of the neighborhood, by the fumes which proceeded from his premises. It was thought that this fine would result in the evil being remedied, but this was not the case, as the firm continued along former methods. Action was taken last week by James McGrath, of the health squad, and eight policemen, who guarded the foundry from committing a further nuisance. The display of force had the desired effect, and the management promptly dismissed 150 employes and shut down the plant, which the police are guarding to prevent reopening. Mr. Maxfield says that it is his intention to proceed in a similar manner wherever he finds violation of section 96.

By the decision handed down by Justice Stewart of the supreme court, at Philadelphia, on June twenty-seven, in the celebrated Shaleen miners' certificate case, it is announced that the anthracite law, so far as the examination for competency is concerned, is constitutional and binding, while the provision demanding a two year's apprenticeship in the anthracite region previous to an application for a certificate of competency, is unconstitutional. The case has now been passed upon by the county court, the superior court and the supreme court. No person can engage in the anthracite mines unless he has passed the examination to test his competency, but such person need not reside for any specified term in the anthracite region. This settles a long controversy on the subject, so far as a ruling of the the state supreme court can effect a final determination of the questions involved. With the many important interests involved, however, it is not unlikely that the supreme court of the United States will be asked to pass on the matter before it is set at rest.

W. A. Kissam, identified with the firm of Borden & Lovell, 17 Battery place, New York, left for the Philippine Islands, via San Francisco, the first of the week, and will sail by steamer on July seventh, to be gone about three months. Mr. Kissam, in making this trip, represents some New York financial men, who desire to obtain more definite knowledge as to the coal deposits on the islands, the quality of the product, in competition with other coals mined in the east, and to what extent a market could be developed for it in the surrounding countries. The proposition is an important one to this country, as the coal for use there is now being shipped from the United States at considerable cost. It is said that the coal available on the island for mining and convenient shipping is of a higher quality than that produced in the adjoining countries, and is in unlimited supply, only requiring some capital and business enterprise to make it a profitable investment. Mr. Kissam will make a thorough investigation of this matter and will also look into the feasibility of operating coal mines in that country. His report will be looked for with interest.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending June thirtieth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending June 30, 1906....	11,964	19,067	31,032
Corresponding week, 1905.....	8,855	19,810	28,666
Total for 1906 .....	384,638	573,268	957,907
Corresponding period, 1905 .....	357,109	445,804	802,913

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 154,994 tons.



### Western Retail Notes.

Fred Kogler has purchased the interest of Peter Hay in the Edwall Feed & Fuel Co., Edwall, Wash. Mr. Hay will in the future devote his time to the development of the Pine Creek dairy at Spokane.

The Enterprise Coal Co., of Rentschler Station, Mo., has filed articles of incorporation. The company has a capital of \$2,000 and is incorporated by Robert Schramm, Charles Schramm and Phillip May.

The Champaign Coal Co. has been incorporated at Champaign, Ill., with a capital stock of \$1,000, to deal in coal, feed and building material. The incorporators of the company are T. L. Block, J. C. Kruz and F. A. Wilske.

Mayor Thompson, of Kalamazoo, Mich., asserts that the organization among coal dealers of that city has been broken up, and that the dealers are charging prices which are only in accordance with the prices charged them.

C. H. Vedder and A. E. Tracy have purchased the coal and wood business of E. L. Peck, Jackson, Mich., and will conduct the same at the old stand in the future. It is the intention of the new owners to add a feed department and construct a large warehouse.

Seven bids for fuel for the public schools at Minneapolis, Minn., were opened a few days ago, and every one was alike. The board is trying to place a contract for 7,000 tons of coal, and, being of the opinion that a contract of this magnitude ought to insure some competition, all bids were rejected and in the near future new ones will be advertised for.

### Eastern Retail Notes.

The retail coal and wood firm of Hart & Coffey, Boston, Mass., has filed a petition in bankruptcy with liabilities of \$4,788.27 and assets of \$276.05.

Marco Brothers, retail coal dealers at New York, N. Y., have been incorporated with a capital stock of \$10,000 by B. B. Marco, E. B. Marco, J. L. Marco and A. Marco.

Because they have a large amount of coal on hand coal dealers at Plainfield, N. Y., are not going to reduce the winter price this summer, as has been the case heretofore. They have agreed, however, to take off twenty-five cents a ton for coal delivered in June when cash accompanies the order.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Wilson Coal Co. has been incorporated at Detroit, Mich., with a capital stock of \$400,000. H. T. Wilson, of Portsmouth, Ohio, is president of the new concern.

The Nimishilling Coal Co. has been incorporated with a capital stock of \$100,000 at Lodi, Ill. The incorporators are W. S. Reed, R. K. Gamble, E. P. Thomas, J. G. Black and M. S. Reed.

The Crescent Coal Co. has been incorporated at Cuba, Ill., with a capital stock of \$1,800. The company will mine and sell coal at wholesale, and is incorporated by J. O. Applebee, H. B. Vonach and A. S. Vonach.

The Valley Union Coal Co. has been incorporated at Des Moines, Iowa, with a capital stock of \$10,000. The officers of the company are D. Custer, president; Ben Bosler, vice-president, and L. B. Kirkpatrick, secretary and treasurer.

Articles of incorporation have been filed at Weldon, Ill., by the Weldon Coal Co., showing a capital stock of \$1,500. The company will conduct a general coal mining business and is incorporated by J. W. Coffman, D. C. Mawhiney and Robert Marsh.

The Black Diamond Coal Co., of Coin, has been incorporated at Coin, Iowa, with a capital stock of \$10,000. The directors of the company are John Haisch, J. F. Whitmore, C. S. Buch-

tel, C. M. Henderson, P. A. C. Jonasson, J. F. Schick, M. Gauss, H. W. Runyan and Sam Hill.

The St. Louis Coalette Fuel Co. has been incorporated at St. Louis, Mo., with a capital stock of \$500,000, of which amount half is paid up. The company is negotiating for a factory site, and will probably build in North St. Louis. C. W. Renfrow, of Joplin, Mo., is largely interested in the new company.

The Mountain Coal & Cement Co. has been incorporated at Kansas City, Kas., with a capital stock of \$1,000,000. The company will open coal mines at Mapleton, Kas., and is incorporated by S. T. McDermott, of Kansas City, Elwood C. Hepler, Fort Scott, and E. E. Edwards, of Chicago.

#### General Western Coal and Coke Notes.

The capital stock of the Middletown Coal Co., Middletown, Ill., has been increased from \$20,000 to \$100,000.

The capital stock of the Hocking Land & Coal Co., Athens, Ohio, has been increased from \$12,000 to \$50,000.

The shaft which is being sunk at Jamestown, Mich., by the Consumers' Coal Co. is down about ninety feet and it is reported that work is progressing favorably.

The Edward Coal Co., Pittsburg, Kas., has purchased from A. M. Calhoun 1,271 acres of land near Fuller. The price paid for the land varied from \$100 to \$150 per acre.

A company composed of Wichita capitalists, has bought 800 acres of coal land near Bartonville, Ill. The property will be developed at once, and it is thought that by fall 500 miners will be employed.

The Hamilton mine, just north of Linton, Ind., has been leased by the Diamond Coal Co., Chicago, Ill. This is considered a very valuable piece of property, being equipped with the finest of mining machinery.

Residents of Mechanicsburg, Ill., are elated over the finding of a twelve-foot vein of coal in the new mine at the Chautauqua grounds. Just above the coal is a four-foot vein of the finest slate in that section.

The Canaan Coal Co. will at once open a mine on its recently acquired property in Canaan township, Athens county, Ohio. The company owns 6,000 acres of land underlaid with a nine-foot vein of Hocking coal.

The surface buildings of the Industrial coal mine, owned and operated by the Northern Coal Co., Superior, Colo., consisting of a boiler house and tipples, were entirely destroyed by fire a few days ago, entailing a loss of \$15,000.

The Coin Coal Co., the new mining company at Coin, Iowa, has installed a set of wagon and tipples scales at its plant. A large storage shed will also be built in the near future, in which coal not in immediate demand will be kept.

The corporate authority of the Winding Gulf Coal Co., Dayton, Ohio, has been surrendered, and the company has filed a certificate of final dissolution. S. J. Patterson was president of the company, which was incorporated for \$20,000.

The Crowe Coal & Mining Co., which is sinking a shaft near Ogden, Iowa, reports excellent progress as being made with the operation. The shaft has now reached a depth of 160, which leaves only about fifty feet more before reaching coal.

The Sheridan Coal Co. has abandoned its mines at Danforth, Mo., and is moving the machinery, houses, etc., formerly used at that plant, to Fuller, a new coal camp north of Pittsburg. M. W. Greenwood has charge of the moving operations.

The Eagle Coal Mining Co., Des Moines, Iowa, has sold its coal mines on West Twentieth street, that city, to a new company composed of C. D. Slinker, T. D. Frazer, W. J. Sayre and E. A. Sayre. Mr. Slinker is president of the new company.

A committee has been appointed by the Indiana bituminous coal operators to take up the matter

of the proposed coal exposition. A meeting was held at Terre Haute, Ind., a few days ago by the association, and all the features of the exposition were discussed.

Extensive repairs are being made to the mine of the Illinois Collieries Co., at Catlin, Ill. Two new boilers are being installed, and over 6,000 feet of new track is being laid. When the improvements and repairs are completed the mine will employ about 350 men.

The coal mines at Scandia, Iowa, which have been idle for the past year, are to be reopened by a new company and operated on a more extensive scale than ever before. T. Carpenter, at present manager of the mines at Saylorville, is at the head of the new company.

On account of a cave in the Crawford County Coal Co., which has been operating a shaft on the Cornelius land, one mile east of Girard, Kas., has been compelled to discontinue operations. About fifteen feet of the roof of the mine fell a few days ago, severely injuring one of the miners.

The Hinsch Coal & Coke Co., Cincinnati, Ohio, has taken over the Norfolk & Western Coal Co., and also three mines in West Virginia. The deal involves about \$100,000. G. W. Johnson, vice-president of the Norfolk & Western, will act as general sales manager for the Hinsch company.

The miners employed in mine thirty-eight of the Rock Island system of mines, at McAlester, I. T., have gone out on strike, alleging that the company has employed a "scab" miner. The union men declare they will not return to work as long as the objectionable man is given employment.

A new town has been platted in Crawford county, Kas., near Girard, on the Santa Fe railway, named Radley in honor of Judge H. H. Radley, a member of the Girard Coal Co., which owns the site of the town. A large number of lots have already been sold, and many houses will be built in the near future.

The Missouri & Illinois Coal Co., St. Louis, Mo., has brought suit against the Illinois Central Railway Co., alleging failure on the part of the road to supply the number of cars and engines called for by contract to haul all of the company's coal. The company also states that if the road did not have the cars available, more could have been purchased with but little delay.

### Coal Export Tax Repealed.

The state department at Washington has received a report from D. W. Williams, United States consul at Cardiff, Wales, regarding the repeal, by the British government, of the export tax on coal, to take effect November first of the present year. This tax, according to the consul's report, was first imposed in 1901, partly as a war tax and partly to arrest the selling of the famous Welsh steam coal to foreign navies. The tax was at the rate of one shilling on the ton on all coals graded above six shillings a ton, and it proved such a handicap to the Welsh coal trade that all operators as well as miners united in demanding its repeal. The Bristol Channel ports exported 20,801,598 tons of taxed coal in 1904, and 20,105,890 tons in 1905, and the tax in 1905 amounted to £863,204. Of this amount Cardiff alone paid £595,174, or about \$3,000,000.

The removal of such a burden has pleased the miners greatly, for they anticipate an increase of wages. The removal will also enable Welsh coal men to compete more freely in foreign markets, especially in the South American ports. The fact that the operators and miners have entered into a four-year agreement, which began January first, 1906, will enable the Welsh operators to enter into long contracts with the South Americans. The result of this will be to increase largely the trade between Britain and South America, for Britain needs grain and meat, which are South American staples, and the exchanging of coal for them gives British shipping two paying freights, which, in turn, will promote the trade. The general effect on Welsh coal is an advancement in price, and the best Cardiff coal is now quoted at \$3.65 to \$3.77, although the highest quotation on January first, 1906, was only \$3.16.



## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

The Madison Coal Co. has been incorporated at Scranton, Pa., with a capital stock of \$20,000.

The Keokee Coal & Coke Co. has been incorporated at New York, N. Y., with a capital stock of \$1,500,000 to operate mines, deal in coal, coke, etc. The incorporators are C. P. Perin, S. Pierpont and W. L. Webb, all of New York.

The Superior-Pocahontas Coal Co. has been organized at Grafton, W. Va., with a capital stock of \$500,000. The new company has purchased the Blackstone Consolidated Coal Co., the Helena Coal Co., the Henritz Mining Co. and the Davy Crockett Coal & Coke Co., embracing leaseholds for about 4,000 acres.

### General Eastern Coal and Coke Notes.

The Erie Coal Co., Wilkesbarre, Pa., has purchased the Jermyn collieries at Old Forge, the consideration being \$2,000,000.

The Buffalo & Susquehanna Coal Co., employing over 2,000 men in the central Pennsylvania field, has signed the scale of 1903.

The Philadelphia & Reading Coal & Iron Co. has made arrangements for the installation of a modern lighting and power plant at its Sterling colliery near Pottsville, Pa.

The following officers were elected at a meeting of the directors of the Wheeling Coal & Coke Co., Uniontown, Pa., held a few days ago: G. L. Hibbs, president; E. L. Denny, secretary and treasurer.

James Spears, of Grove City, Pa., has secured a fifty-year lease on the large colliery of the Hallston Coal & Coke Co. at Hallston. This is one of the most important coal deals of the Mercer county fields for years.

The gross earnings of the Western Maryland Coal Co., New York, N. Y., for the week ended June seventh, show an increase of \$29,319.92, and for the current fiscal year to June seventh they show an increase of \$843,051.08.

An interesting feature in connection with the proposed "home week" celebration in Carbon-dale, Pa., this fall, is the seventy-fifth anniversary of the opening of the first coal mine there, which will occur at about the same time.

The Mt. Hope Coal Co., Pottsville, Pa., has completed plans for the erection of a new breaker on the site of the one now being used. The new building will be larger than the present breaker and will be modern in every respect.

The Dixon-Pocahontas Fuel Co., Wheeling, W. Va., is sinking three new shafts on a three thousand acre tract of land a few miles east of Welch. It is the intention of the company to make this one of the most modern plants in the state.

John P. Gilchrist, president of the Richland Coal Co., Wheeling, W. Va., died a few days ago at his home in that city. He was seventy-seven years of age, and had been in ill-health for some time. Death was caused by congestion of the brain.

The Thompson-Connellsville Coke Co., Uniontown, Pa., has started work on an 800 oven coke plant near Brownsville. The company has had a \$3,000,000 mortgage filed at Uniontown, with which it will erect one of the finest coking plants in the country.

A syndicate of Pittsburg capitalists has taken options on 10,000 acres of land in the Indianola field of Pennsylvania, and contracts have been made with M. A. Hanna & Co. for the handling of the product of the mines and coke ovens when these are completed.

The Schuylkill Iron & Coal Co., which has invested \$18,000,000 in Schuylkill lands, has now purchased all the coal underlying the borough of Tremont at a cost of \$140,000. The tract includes 180 acres, and tests have shown the coal to be of a good quality.

The Waltersburg Coal Co., Helen, Pa., has a force of men at work grading, preparatory to the erection of 115 coke ovens at its plant in that city. Lumber for the erection of company houses

is being distributed, and work on them will be commenced within the next few days.

Drilling operations have been started by the Philadelphia & Reading Coal & Iron Co. at its Locust Spring colliery, near Mount Carmel, Pa., to ascertain if the fire, which was caused by an explosion two years ago, is still burning. If the fire is extinguished, the mine will again be placed in operation.

Capitalists from Philadelphia, Pa., have leased a tract of over 1,000 acres of coal land just across the Maryland line from Washington county, in Franklin county, Pennsylvania, and are preparing to prospect for coal. It is stated that the prospectors are prepared to spend \$10,000 or more in preliminary surveys and test borings.

The new coal wharves of the Pennsylvania railroad at Thorndale, Pa., have now been put into regular service, all engines both east and west, stopping there for their supply of coal, water, sand, and also to clean their fireboxes. It is estimated that it will require an average of seventeen cars of coal a day to supply the demand at these wharves.

The Susquehanna Coal Co., which purchased several mines from Colonel Lee, near Wilkesbarre, Pa., several years ago, has discovered that Colonel Lee had but disturbed the surface of these holdings, and that almost untold wealth is still retained in the mines. Improvements and repairs are now being made, and within a short time operations will be started on an increased scale.

## Burning Mountains of Coal.

Through a long line of cliffs from Colorado to central Utah, and then southwest toward Arizona, extensive beds of coal are found. This coal formation of the far west has developed what may be termed burning mountains, or coal beds, a fire with surface indications of constant combustion for ages past. From surface appearances the fires have gone out in these cliffs in some places, but at one point in the canon of Prince river, where the coal is being mined, the rocks have become so uncomfortably hot that the miners have been compelled to retire for fear the fires would again break out. At two places near tributaries of Fremont river the coals have been burning without cessation since they were discovered by the earliest explorer. At certain intervals, as the burning of the thick beds progresses, producing cavernous spaces in the earth, the rocks cave in, forming vents for the freer circulation of air. Then the coal burns more fiercely, and the heat becomes so intense as to even melt the rocks.

### Origin of the Fires.

The origin of these fires has been the subject of much speculation. One explanation is that lightning has by chance struck the edges of these coal beds at various times since these mountains were lifted up. Another is that forest fires raging in the mountains came in contact with exposed coal. The more thoughtful point out that the forests in this desert region are too sparse for forest fires to occur. Still another and more common explanation is that the Indians built their camp fires under the protecting ledges of the mountains against the coal, and it was thus ignited. They point to the fact that there are ruins of the habitations of cliffdwellers here, and claim that in their day the coals began to burn.

## Railway Losses From Strike.

The bituminous coal strike in the western Pennsylvania region is shown in a loss of \$366,000 or fifty-five per cent in the April gross earnings of the Buffalo, Rochester & Pittsburg railroad. The result was a loss of \$7,000 after expenses, comparing with a net of \$276,000 in the month last year.

## A New Coal Town.

Berwind is the name of a new town in West Virginia that is to be built by the New River and Pocahontas Consolidated Coal & Coke Co., which is the name of the Berwind-White Coal Co. in West Virginia. The company has set apart 200

acres, which are being laid out into lots. Two hundred houses are to be built this summer and 200 more next summer. The company has 38,000 acres of coal land about 100 miles from Pittsburg on the Bealington branch of the Pennsylvania railroad. A railroad has just been constructed to the site. The land was bought some time ago for about \$250 an acre.

## New Manitowoc Dock.

The Central Coal and Dock Co., of Manitowoc, Wis., has let the contract for the building, at that port, of a coal dock which will rank well up with the best on the lakes, both in size and in facilities for rapid handling of coal cargoes. The contractors, Greiling Brothers, of Green Bay, Wis., have already begun work, as the dock is to be completed by fall. The specifications provide for a structure 1,000 feet long with a depth of 400 feet, the superstructure to be of steel and iron and the machinery the most modern obtainable. The storage capacity is to be over a quarter of a million tons.

## Anthracite Wage Loss.

Figures just compiled under the direction of the president of one of the largest coal companies with headquarters here, show that the wage loss to mineworkers during the suspension of work, from April first to May fifteenth, ordered by John Mitchell, president of the miners' union, amounted to more than \$12,000,000. The total anthracite shipments in April, 1905, were 5,278,041 tons; and for May, 1905, 6,500,158 tons. Estimated on this basis the tonnage from April first to May fifteenth, 1906, would have been more than 8,000,000 tons. The average amount paid in wages of labor per ton of production in the anthracite field is \$1.55, showing a loss of at least \$12,400,000 sustained by the wage earners.

The \$1.55 per ton does not include the salaries of superintendents, office men, or any other wage item beyond the amount paid to the actual workers in the mine and breaker. During the period of idleness the men received no allowances from their union, so that when they returned to the mines after six weeks' idleness, on exactly the same terms prevailing when they were ordered out, their loss of earnings amounted to over \$12,000,000 net.

## Beech Creek Tonnage.

The tonnage originating on the Beech Creek Branch of the New York Central railroad for the week ending June twenty-first amounted to 14,851 tons, making a total to that date of 3,098,782 tons, as compared with 4,189,912 tons for the corresponding period last year, a decrease of 1,091,130 tons.

Coke tonnage for the same week amounted to 208 tons, making a total this year of 38,787 tons, as compared with 48,413 tons for the same period last year, a decrease for the present year of 9,626 tons.

The United States Coal Co. has announced that hereafter its mines about Steubenville will be operated on a non-union basis, regardless of the settlement reached between the other Ohio operators and the United Mine Workers.

The Williams Patent Crusher & Pulverizer Co., Old Colony Building, Chicago, wish to advise that their new coal crusher catalogue illustrating the Williams Patent Hammer Coal crushers will be ready for distribution early in July. This new edition is the most complete of any catalogue yet issued by this company. The Williams Co. will be glad to send these catalogues to all interested parties.



**Southern Coal and Coke Notes.****New Southern Enterprises.**

The Davis Creek Coal Co. has been incorporated at Nashville, Tenn., with a capital stock of \$19,000.

The Franklin Coal Co. has been incorporated at Denning, Ark., with a capital stock of \$10,000. The incorporators of the company are Fred Randle, Will Cheek and J. D. Crockett.

The Reid Coal Co. has been incorporated at Guthrie, Okla., with \$100,000 capital stock. The incorporators are W. Reid, B. R. Smith and H. J. Mersch, of Dallas. J. H. Wright, of Oklahoma City is territorial agent.

The Marrowbone Coal Co. has been incorporated at Lookout, Tenn., with a capital stock of \$100,000. The new company will conduct a general coal mining business, and expects to have a capacity of 1,000 tons daily.

The Nebo Consolidated Coal & Coking Co. has been incorporated at Louisville, Ky., with a capital stock of \$225,000, divided into shares of \$100 each. The incorporators of the company are J. C. Davidson, Frank Fehr, K. Fehr, Henry Kaufman, Albert Latta and Ben Strauss.

The Gladdis Coal & Lime Co. has been incorporated at Bridgeport, Ala., with a capital stock of \$50,000. The company is organized to own and operate coal mine and mineral lands, and is incorporated by S. F. Martin, F. Vandenhuerk, Stephen Owens, J. R. Wimberly, J. W. Phillips,

J. T. Parton, W. J. Martin and J. W. Vandenhuerk.

**General Southern Coal and Coke Notes.**

The capital stock of the Montlake Coal Co., Chattanooga, Tenn., has been increased from \$25,000 to \$60,000.

Between five and six cars of Stouts mountain, Alabama, coal are being shipped to Mexico daily, via Pensacola. The coal is of a hard quality and will stand the long travel.

The Tennessee Coal, Iron & Railroad Co. has awarded the contract for the erection of five coal washers at its mines in Ensley and Wylan, Ala. The washers will be built of plate and structural steel.

The Terry Coal & Coke Co., Hopkinsville, Ky., has purchased a right of way eighty feet wide over the property of Charles Clemens, near that city, for the purpose of building a railroad from its mines to connect with the line of the Louisville & Nashville road.

The Monongahela River Consolidated Coal & Coke Co. has libeled Jung & Sons Coal Co., New Orleans, La., for \$3,125.42, the amount alleged to be due for the loss of a barge belonging to the former company, which was sunk in a collision with a boat belonging to the defendants.

It has been officially announced by President Zimmerman, of the Detroit, Toledo & Ironton, that neither that road nor the lands or other properties of the Northern Coal & Coke Co. in Kentucky are for sale. This statement was made on account of rumors to the effect that the Ches-

apeake & Ohio intended taking over the line and coal company.

As the result of a visit of officials of the Fentress Coal & Coke Co. to the mines at Wilder, Tenn., a number of changes and improvements will be made. A large electrical plant is to be installed, which will furnish power for the operation of the mines and drawing out the coal. Other improvements will also be made which, it is thought, will almost double the present output.

**Literary Notes.**

The July issue of *The Century* is announced as a fiction number, with the second installment of Anne Warner's very funny "Secing France with Uncle John," and short stories by Alice Hegan Rice, Anthony Hope, Harry Stillwell Edwards, Lawrence Mott, Annie C. Muirhead and other popular writers. Mrs. Rice's story is called "The Wild Oats of a Spinster," and is said to be quite as good as its title. Harry Stillwell Edwards' "The Funeral of Rat Brooks" is in the vein of the inimitable "Two Runaways," and Lawrence Mott's "Wilkinson's Chance" will carry the reader back to his "Jules of the Great Heart." "Over-proof," the humorous account of an astonishing incident, will introduce a new and promising writer, W. Albert Hickman. Anthony Hope's story, "What Was Expected of Miss Constantine," is a tale of the unexpected. "Love Laughs at Lions" is said to be one of Miss Kenton's best stories. The list of titles and writers promises an unusually rich and varied number.

The variety of pleasurable and profitable reading afforded by *Recreation* for July is such as to amply bear out its claim of being "devoted to everything the name implies." In "One of the Crown," by Roscoe Brumbaugh, the reader is shown how many New Yorkers spend their Sundays on the fishing banks. Another handsomely illustrated article, far removed in theme from the foregoing, yet equally as interesting, is "Camping in the High Sierra," by Madeline Z. Doty; it has to do with all the trips of the celebrated Sierra Club of California.

(Continued on page 38.)

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### Railway Claims Impartiality.

The Pennsylvania Railroad Co., on the authority of Vice-President Thayer, claims the following important facts in connection with the company's efforts to provide every facility for the handling of bituminous coal traffic:

First, that from 1900 to 1906, 176 new sidings were built on lines east of Pittsburgh, to accommodate bituminous coal traffic.

Second, that a large number of special orders and assignments were made to meet special conditions during the period of congestion—January first, 1902, to December twenty-sixth, 1903—to about 132 different operators, this proving that special favors were not conferred upon a small number of operators, as has been alleged.

Third, that there was a large increase in the number of bituminous coal mines on the Pennsylvania railroad from January first, 1900, to January first, 1906. On January first, 1906, there was a total of 504 mines, an increase over January

first, 1900, of 232 mines.

Fourth, that on June first, 1906, the 516 mines along the line of the Pennsylvania railroad were operated by 301 operators, and that, while absolute accuracy is impossible, the best record obtainable shows an increase since 1901 of ninety-seven new operators—entirely independent of previous shippers—along the lines of the road.

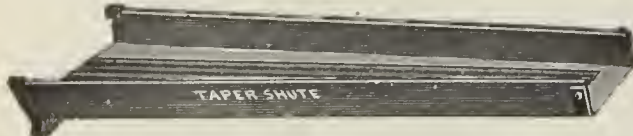
The foregoing facts are set forth to show that a condition of ruin, bankruptcy and demoralization, such as has been pictured in the investigation, could not have existed while the company was making such comprehensive efforts to accommodate all its shippers, and with new capital obviously so eager to undertake operations along the company's lines.

### Literary Notes.

(Continued from page 37.)

fornia. "Yachting in the Northwest," by F. M. Kelly, is a superbly illustrated article which will appeal to all

lovers of boating, and for the men and women who like to take long hunting and fishing trips in the wilderness. James Leddy Pequignot's "Guides, White and Brown," will have much interest; the photographs are of typical wilderness guides. Two other stories of interest to sportsmen with experience in wilderness life are "An Outing in Acadia," or "Nova Scotia from a Canoe," by Allen J. Henry, and "The Wilderness Virgin," by Sid Howard, narrating the author's experiences on a trout-fishing expedition to an undiscovered forest lake. "Hill-Country Homing Places," by Howard Green, is intended to incite Americans to save for themselves summer retreats in the forests that yet remain, and suggests a feasible clubbing plan. Two very good informational articles on fishing are "Bass Fishing in Wisconsin," by Don Cameron, and "A Matter of a Mascalonge," by Harry L. Means. "An American Sport for Americans," by G. M. Richards, will surely increase the interest in the ancient and excellent game of lacrosse; the illustrations, from photographs of a game between the varsity teams of Columbia and Pennsylvania, have a deal of "go" in them. "The Art of Camping," by Charles A. Bramble, is to be a series of practical articles, and the first two chapters appear in this number. "To Grand Lake by Team," by J. W. Copeland, relates a trip in a camping wagon in Colorado, and "The Athens World's Athletic Meet," by Milton E. Towne, and "The Camping Launch," by W. R. Bradshaw, are relatively of interest to followers of athletics and of boating.



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★★★

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## General Review of the Markets.

In the main, the conditions now prevailing in the coal trade throughout the country are those normal to the summer season, with no noteworthy features general in scope and not many of great local importance. The usual activity of the season has not yet set in with full force in all parts of the country, especially as to the wholesale end of the business, but retailers are finding their patrons more and more loath to buy coal and ice at the same time. The domestic trade is at its lowest ebb and will continue so for several weeks before the tide will begin to turn.

Retailers are affected by this apathy on the part of their customers and are not active in the matter of buying coal which they know will have to be carried in stock for nearly two months before sales to consumers become active. Furthermore, a large proportion of the retailers of the country, especially in the villages and smaller cities, are not coal dealers exclusively, but deal either in ice or in building materials. This being the harvest time in these trades, their teams and men, as well as their own time, is fully occupied in these other lines, and it is therefore impossible for them to do anything in coal, even if they had the desire. Had it been possible to awaken activity, it would have been done earlier in the summer, at least in the anthracite trade, while the discounts from circular prices were comparatively large. Now that the discounts are materially reduced it is certainly impossible to accomplish what could not be brought about under the former more attractive prices.

In the west, therefore, where the anthracite trade is an almost purely domestic proposition, there is very little activity. Sales agents report few orders, and look for very little change much if any before September first. All-rail shipments are light, being carefully kept down to requirements. Movement by the lakes also has thus far disappointed expectations. The amount of coal received at the upper-lake docks is greatly below normal. Until the present week almost no anthracite has come to Chicago by water. The shipments by water from Buffalo for this port this week are reported as a trifle below 30,000 tons, indicating the beginning of a movement, but coming much later in the season than usual.

Apart from the demands of the lake trade, the east must continue to be the chief support of the anthracite market for some weeks to come. There the retail trade is taking more of the product than in the west. Unfilled June orders have mostly been allowed to stand and are taking an appreciable proportion of the output, during July. The suspension of all of the mines over the Fourth of July, and of many of them for the entire week of the Fourth, served a good purpose in curtailing output. The all-rail trade has been a gratifying surprise, holding up well at a time when it usually shows a sharp falling off, so that it is now coming to be regarded as one of the main supports of the market.

The New York harbor trade, on the other hand, is light, a considerable portion of stocks acquired earlier still remaining unshipped. The demand from New England points has also slackened. Steam grades are in poor demand, with the exception of pea, in which there is a fair trade. The supply of the less-skilled outside labor at the mines has run short, to an extent that is causing delays in loading of box-cars, as well as in other departments of operation.

### No Important Change in Eastern Bituminous Trade.

The condition of variability in the seaboard bituminous trade which has existed for some time still continues. It may be described as a state of comparative quietness broken by occasional bursts of activity. The vessel supply is not plentiful, so that rates are firm and somewhat high for the season, though higher rates are expected to prevail later, a fact which is undoubtedly keeping shipments somewhat more active than they would otherwise be. With the market in a somewhat precarious state, the breaking up of the strike in the Clearfield district, and the consequently near resumption of work in the large operations there, leads many to view the situation with alarm, fearing that a period of overproduction is impending with a conse-

quent demoralization of prices. Others regard these fears as exaggerated, and look for a restriction of production sufficient to protect the market.

The market for the bituminous coals of western Pennsylvania and West Virginia is on a much firmer basis than the seaboard trade. Reports from Pittsburgh are all of good sales, of firm prices and of a promising outlook for the future of the business. The big industrial plants of Western Pennsylvania are running full blast, which means an immense local consumption of coal as fuel. It also means a very heavy demand for coke, so that the ovens are running full time and coke is bringing good prices.

### Heavy Movement to the Docks.

The grades of coal in favor in the northwest are being moved to the lake ports in heavy volume, in an effort to make up for the time lost earlier in the season on account of strikes. As a result of such general activity, there has been a demand upon the labor market in excess of the supply. Both in the mines about Pittsburgh and throughout West Virginia there is a scarcity of labor which is causing anxiety for some of the operators. It was thought that the continuance of the labor troubles in Ohio would cause an exodus across the river, bringing relief where more men are needed, but this has not occurred to any appreciable extent. The same difficulty is also hampering the coke producers to such an extent that some of them have sent agents south offering special inducements to men to come to Connellsville and other coke producing centers. With business brisk and the supply of labor limited, prices are firm on the previously existing scale of prices, with some rumors beginning to circulate of a probable rise in the quotations of the near future.

The Hocking district is not yet out of its difficulties with the united mine workers. Another conference was held at Cleveland this week, but with the old familiar result, of both sides standing pat, and finally adjourning without having accomplished anything. Even where harmony was supposed to have been reached, trouble has broken out afresh. By a referendum vote the employees of the Sunday Creek Co. had ratified an agreement with the company which was supposed to be final. But on Monday, their first pay day, they claimed that they lacked a small fraction of what they had expected to receive, although they were paid in strict accordance with the agreement, and so refused to go to work on Tuesday. At this writing the difficulty has not yet been adjusted, although it is thought that the difference in this particular instance is too small to cause a protracted shut down.

The outcome of the present involved condition of affairs throughout Ohio can not yet be predicted. The mines are still working and lake shipments are being pushed, up to the full loading capacity of the docks. Freight rates up the lakes on coal are so much lower than the eastbound rate on ore, and the ore offerings are so heavy that many carriers are finding it more profitable to unload and return empty than to spend the time waiting their turn at the docks for a return cargo of coal.

The Cincinnati market is reported as being on the gain, both as to demand and as to firmness of prices. Cutting under circular prices is no longer causing complaint, and increased rates are expected in the near future. The southwest too is in the list of markets finding the present satisfactory and looking for even better things to come.

The central west is in a far different state. The conditions which have combined to demoralize the market for western bituminous coal show no improvement, but rather the reverse. It is common to hear men wondering whether the market has any bottom at all, as there seems to be no limit to the downward trend of prices. The underlying cause of course is overproduction, with such an utter lack of co-operation that there seems no likelihood of this being checked, in which case the best hope is that with the exhaustion of accumulated stocks and ultimately the approach of cold weather, the time will come when demand will work up to production, since production refuses to accommodate itself to demand.



# Reports from Leading Coal Markets of the West.

OFFICE OF THE BLACK DIAMOND.  
CHICAGO, July 12.

A noteworthy characteristic of the conditions which exist on the Chicago market at the present time is the strongly marked contrast between the view of those whose trade is principally in or near the city and that of the men whose market is chiefly outside the sphere of local Chicago influences. While the latter do not report conditions so flawless as to make them unduly jubilant, yet in comparison with the former they are eminently well satisfied with conditions as they find them today. They are by no means burdened with rush orders for immediate delivery but, on the contrary, report a quiet current market. This they attribute partly to the time of year, and partly to the reflex effect of the glutted Chicago market. But in contract business good progress is being made. One operator, for example, states that already seventy-five per cent of his old contracts have been renewed, most of them for two years, or, to be exact, up to March thirty-first, 1908. He expects to close most of the other twenty-five per cent, but is not crowding them, as they are well-disposed and are gradually coming in of their own accord as they see that the demoralization in Chicago is not materially affecting the general western market. Nor have these contracts been closed at slaughter prices. On the contrary, they are on a basis of prices sufficiently in advance of those of last year to compensate for the advance in cost of production due to the advance in wages under the new agreement with the mine workers' union. While doubtless better than some, the instance cited is by no means an isolated case, but, as stated above, reflects in greater or less degree the extent and character of the business being transacted in western bituminous coals in the major part of the territory dominated by them.

## Local Market in Bad Shape.

In dark contrast to this is the condition prevailing in the distinctively Chicago market. In this city conditions have gone from bad to worse until prices are now badly demoralized and a large part of the tonnage is being sold at a loss as compared with the actual cost of production. Spot coal is not wanted, and the market has been flooded with car-service coal. As if this were not enough, consignment coal has been sent in to jobbers not merely without having been ordered, but contrary to their express advice.

And yet the situation is not a complex one. It has been well characterized by an acute observer, who said: "Efforts may be made to ascribe it to this or that cause, but there is only one real cause, and that is overproduction. Coal operators in the west must face that problem, and the only way they can solve it is by adopting some method by which they can restrict the output of coal during July and August to such a tonnage as will meet requirements only. When they have eliminated petty jealousies and can agree upon a restrictive policy, there will be more stability, and at least they can swap dollars. Now they can by no means always do the latter. Many cars of coal have been sold in the Chicago market during the last fortnight at prices below the cost of production—in other words, the producers have given away money on the coal they have sold."

## The Condition is Not Exceptional.

Without the adoption of such a restrictive policy, western mining conditions are such that demoralized markets in July and early August are almost assured and should be expected. They have come to be a regular and expected thing, from past experience, but the present year gives an especially striking demonstration of the true cause in the fact that the operation up to limit of capacity during March provided a supply of coal sufficient for the consumer's needs during April, May and June, with the surplus then remaining in stock piles still great enough to cause trouble in July. Surely no clearer proof should be needed for the creation of such a sentiment as would readily crystallize into effective action.

In the western anthracite trade the general report indicates a light volume of business in all the prominent western markets. Nothing is heard of any cutting of prices, but none of the shipping

companies are able to report satisfactory business or a volume of orders anywhere near up to reasonable expectations for this time of the year. The vacation season is now getting into full swing so that many of the consumers who financially would be able to put in their winter stock of coal are away from home; this alone is sufficient to greatly reduce the otherwise possible tonnage. But an abnormally large number of those who remain at home seem to be deferring placing orders till later in the year, so that extreme dullness is the rule.

## Apathy in Anthracite Business.

The whole west is very apathetic in the matter of taking in supplies, the disinclination shown by the consumers extending as well to the retail dealers, whose backwardness is even more apparent than that of the consumers, as it is the retail dealers who are in more immediate communication with the shipping agents and the producing centers. The shipping agents are doing a little business from day to day, but not enough to keep them busy or give them any satisfaction.

The suspension of work at many of the collieries during a part or all of last week resulted in a correspondingly light production, so that temporarily there is not so much coal for shipment, and this has had its effect on the amount of anthracite moving westward as well as to eastern distributing and consuming points. Movement to and by the lake has not been up to expectations, and the upper lake docks are not nearly as well supplied as should be the case with a large part of the season elapsed. It is expected, however, that from this time on transportation by the lakes will show some increase at least, and it must be considerably larger if the northwest is to receive its normal supply by the water route. The sustained demand, both at tidewater and interior eastern points has thus far been sufficiently steady and strong to give ready outlet for the product, permitting a considerable ignoring of the western conditions and markets, but with the eastern demand showing obvious signs of diminishing, the volumes of western lake shipments will probably be materially increased during the coming weeks.

## The Market for Eastern Bituminous Coals.

One continually hears the continued firmness in price of the West Virginia smokeless coals cited as a bright and shining example of what can be done in the bituminous field by adherence to the maintain-the-price policy of the anthracite operators. The producers in the several smokeless coal districts certainly have grasped the idea, and have demonstrated that they have the requisite determination for putting it into practice. At the same time it should be remembered that in doing this they have a relatively simple proposition. The producing field is limited in area and in the number of producers; the coal itself possesses qualities so distinctive as to give it a correspondingly distinctive place with consumers; and, finally, it has three distinct markets, namely, the east, the western all-rail trade, and the lake trade. According to the demand and general trade conditions, the producers can shift from one to another of these markets, and hence have much less temptation than most of their competitors in the matter of attempting to stimulate trade by means of cut prices.

## Smokeless All-Rail Trade Quiet.

At present the all-rail western market is quiet, it not being the right time of year for heavy consumption of this product. Contract business and purchases for storage are also lighter than is usual for July, being due in part to the current price for run-of-mine being fifteen to twenty-five cents higher than at this date a year ago, leading many buyers to hope that the price will fall off. This hope, however, is probably futile, both because of the settled policy of the producers, and because the lake trade is so good and so insistent as to make the producers glad rather than otherwise that the all-rail trade is postponing its demands until later in the year. Prices therefore remain unchanged at \$1.25 f. o. b. mine or \$3.30 f. o. b. Chicago for run-of-mine, and \$1.50 f. o. b. mine or \$3.55 f. o. b. Chicago for egg and lump.

Much of what has been said regarding the smokeless coals could be repeated regarding the

high grade West Virginia splint coals. The bulk of the output is moving to the lake ports for shipment to the northwest, and the trade is heavy, one company at least being completely sold up to December first. In the local market no change of importance has occurred. Sales are few and small, but prices are firm at \$1.05 f. o. b. mine or \$2.95 f. o. b. Chicago for run-of-mine, and \$1.35@1.45 f. o. b. mine or \$3.25@3.35 f. o. b. Chicago for inch-and-one-half lump.

Youghiogheny coal is still in light demand in the Chicago market, but shipments this week have been more in keeping with the demand, making prices somewhat firmer than a week ago, three-quarter inch being quoted at \$1.10 f. o. b. mine, or \$3 f. o. b. Chicago. In Fairmont coal conditions and prices remain practically unchanged from those previously given.

Hocking is in very light demand in this market, with shipments none too heavy to supply what is needed. Lake shipments are far behind normal, and with the labor difficulties still unsettled every effort is being put forth to move the largest possible tonnage to the docks. Circular prices therefore are readily upheld.

Comparatively little Indiana coal is coming into Chicago, and that little mostly on old contracts. Operators have full knowledge of conditions here and are wisely withholding shipments except on actual orders. The output is being fairly well restricted, and is being placed with trade sufficiently remote from Chicago to get the minimum of effect from conditions. The demand, however, is reported as having fallen off materially as a result of the overproduction in Illinois. Circular prices are still quoted, but considerable cutting is reported as being indulged in where necessary to close business.

Chicago prices for western coals are utterly demoralized and as changing as the drifted sands. In Springfield coal especially there has been a large quantity of demurrage coal, the constant sacrifice of which makes quotations for shipment from mine a mere form, so far as city deliveries are concerned. In addition to what might, rather sardonically be called legitimate demurrage coal, sent from the mines to their regular agents or jobbers, there have been added wild-cat consignments forwarded in desperation to consignees who had not ordered it and did not want it, with instructions to "do as well as you can with it."

## Wide Range in Illinois Coals.

Under such conditions, Springfield coal has sold at almost any price, the quotations showing a wide range, and making it difficult to definitely define the market. Run-of-mine on demurrage has been common at \$1.50@1.60 f. o. b. Chicago which is equivalent to 75@85c f. o. b. the mine, and some has been reported as having sold at as low as \$1.35 f. o. b. Chicago, equivalent to 60c f. o. b. the mine. With car-service coal available at such figures there has been little practical use for the quotation of 90@95c f. o. b. mine or \$1.65@1.70 f. o. b. Chicago for run-of-mine shipped from the mine on orders.

With such demoralization of the open market, contract business is slow and difficult, but some is reported as having been closed on the following basis of quotations: Steam lump, \$1.10@1.15 f. o. b. mine or \$1.85@1.90 f. o. b. Chicago; run-of-mine, 95c@1.00 f. o. b. mine or \$1.70@1.75 f. o. b. Chicago; screenings, 60@65c f. o. b. mine or \$1.35@1.40 f. o. b. Chicago. Renewals of old business on the smaller contracts is said by some to be fairly well in hand, but the larger contracts are much slower in coming in, though a few have been signed during the week. Some railroad business has been transacted during the week where stock piles have been sufficiently reduced to compel buying.

The situation in Cartersville coal is much the same. In movement to the trade where sufficiently remote from Chicago to be only slightly affected by local conditions, fairly good prices are maintained in most instances, and some operators having especially high grade coal insist that they are doing a good business at really satisfactory prices, naming \$1.20@1.40 f. o. b. the mine as the figures for prepared sizes. Cartersville coal sent to the Chicago market when not required for supplying actual orders, has shared the fate



of other product, going to demurrage and selling at \$2.00@2.10 f. o. b. Chicago, equivalent to \$1.00@1.10 f. o. b. mine.

Northern Illinois product has suffered the least from the demoralization in Chicago, because it sends relatively the smallest proportion of its pro-

duction here at any time. Satisfactory contract business is reported, on a basis of \$2.00 f. o. b. mine for steam sizes.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, July 12.

There is but little change to note in the coal and coke market since our letter of a week ago. Prices remain firm, demand strong, and the general outlook is encouraging. There is always "something doing" in the Pittsburg district. The atmosphere in and around this city tends to keep everybody on the alert.

Two new local strikes have occurred since our last report. One case of dissatisfaction has been settled; in this case over 700 men were involved, and the strike lasted barely two days. One other strike that was on last week has developed into a more serious affair. The Pittsburg Plate Glass Co. mine their own coal; four mines are operated; the men were particularly stubborn, and made demands to which the glass company could not and would not give consideration. The usual result followed; the men struck and went out. The company, after waiting a reasonable time, enforced the demands made by them in their leases made with the men regarding their houses; as a result a number of evictions followed, and as a consequence of the whole matter the company are determined and the men are belligerent; the aid of outside help has been called in, and the town, Creighton, on the Western Pennsylvania railroad, is virtually in a state of siege.

The labor problem is a vital one in the Pittsburg district today. On all sides the same report comes to the front, that of labor shortage. Various explanations are made of the cause of the shortage of laborers; the one result remains that both coal operator and coke manufacturer are short of men. The causes may be various, but the fact is obtrusive. A conservative estimate is made by competent judges that at the present time from 10,000 to 20,000 extra laborers could be put to work in the territory within forty miles of Pittsburg. This shortage applies not only to men employed at coal mines and coke works, but is also applicable to all industrial plants.

The general outlook for the coal business is good. Prices are satisfactory, the demand is increasing, and shipments have grown each week for some months past. An air of prosperity pervades the general offices of the old established coal companies, and a fresh and inspiring vigor is noticed in the headquarters of a number of new concerns that have recently started up.

### Promising Conditions of Coke Trade.

Never in the history of the coke industry has there been such enterprise as is shown by all concerns engaged in the manufacture of coke. The semi-annual report of the coke trade, as shown elsewhere in this issue of THE BLACK DIAMOND, gives figures that are highly gratifying to all interested in the coke business. In addition to these reports coming from present operators there are a large number of new enterprises in the coke line that have been recently started, and others that are contemplated, that are encouraging, and that point toward a heavy increase in the coke industry.

Regarding market prices for coal there is but little change to note from those given last week. Run-of-mine coal is stationary at \$1.10 per ton f. o. b. the mine. Lump is selling for from \$1.25 to \$1.40 per ton f. o. b. the mine, the same prices as were quoted last week. There is no change in three-fourths inch coal, which has remained the same for some weeks, viz., \$1.20 to \$1.30 per ton f. o. b. the mine. Slack continues to be the one important factor in the coal market here; prices are strong at from 80c and 85c to \$1.10 per ton f. o. b. the mine. On slack the demand is heavy and the supply keeps busy in meeting the demand. On all other grades the supply and demand are about equal.

The coke market, as already stated, is in good condition. Prices are steadily rising and the

demand is increasing. Furnace coke is selling for from \$2.60 to \$2.75 per ton f. o. b. the ovens, which is somewhat higher than ruling prices of one week ago. Foundry coke is strong, but no change has occurred in prices, \$2.80 to \$3.00 per ton f. o. b. the ovens is the ruling figures for the week. Very interesting and encouraging comment is made regarding the coke trade in another column of this issue of THE BLACK DIAMOND.

Cars for coke shipments have been plentiful, and fairly so for coal consignments. The car shortage has assumed a more encouraging shape, and the hue and cry for "more cars" has almost ceased.

There have been no shipments of coal by river for some days past, and the outlook is that there will not be any coal forwarded by the water route for some time. Stocks are heavy in the harbor and are being added to every day.

The prices for coal and coke for domestic use remain unchanged from previous quotations.

To sum up the general situation in Pittsburg, the coal and coke trade is good; for the past week it has more than equaled the week previous, and the outlook points toward a largely increased trade.

### GENERAL AND PERSONAL NOTES.

Z. F. Robertson, purchasing agent for the Fairmont Coal Co., was in Pittsburg during the week on business connected with the company.

Mr. F. M. Boynton, the genial coal operator of Pittsburg, is making an extended tour through the west in the interest of his company.

W. K. Richards, president of the Richards Coal Mining Co., left the city today for an extended business trip to western and northwestern points.

Mr. William Witherow, for many years proprietor of the Hotel Duquesne at Pittsburg, has sold out his interest in the hotel and will engage in the coal business. Mr. Witherow owns a controlling interest in 20,000 acres of coal lands in West Virginia which he proposes to develop.

The Wabash Railway Co. has begun operating the Cross Creek railroad, a six-mile coal road built by the Washington County Coal Co. from Avella, on the main line of the Wabash. Although the principal traffic is in coal, a passenger and freight service will be installed.

The Bessemer Contracting and Ballast Co., of McKeesport, has been awarded a contract for the erection of 100 coke ovens at Millsboro, Westmoreland county, Pa., for the Bessemer Coke Co. An additional block of 100 ovens will be built as soon as the first contract is completed.

The report of the Pittsburgh Coal Co. for the second quarter of the year will be delayed about ten days in order to include the reports of some subsidiary docks and selling companies in the northwest. It is said that the report when it appears will show an encouraging condition of business.

Employees of the Pennsylvania railroad in Pittsburg are disposed to resist the order of the company to sell their shares of coal company stocks. They say the company is infringing upon their rights as citizens. Some of the men are said to be evading the order by transferring the shares to members of their families.

The Aronson Realty Co., of Pittsburg, has sold for the Crawford estate a tract of property at Emlenton, Pa., consisting of 278 acres, for \$27,800. The property is underlaid with coal and fire clay. The company making the purchase propose to develop it and will proceed to lay out a mining town at once.

About 150 men are idle at the mines of the Pittsburg & Lake Erie Coal Co. at Burgettstown. The operators wished to run the mines on the car system which had before been run on the screen system, and the miners would not agree to this, as it would reduce their pay. The men are quiet and are disposed to wait until the differences are adjusted.

By the filing of papers this week the Pittsburgh Coal Co. makes the Union Trust Co. trustee for

all the properties acquired during the past two years. The action is taken at the instance of the trust company to further secure the issue of \$25,000,000 first mortgage, fifty-year, five per cent sinking fund gold bonds, which were issued two years ago.

The Pittsburg Plate Glass Co. has commenced the eviction of a number of striking miners at their mines at Creighton. It is alleged that the miners violated the conditions of their leases and refused to leave the houses when requested to do so. The ejectments may be resisted and detectives are on the ground to protect the property and carry out the work.

The town of Millsboro, on the Monongahela river, near Brownsville, is taking on a decided boom as a result of the Pennsylvania railroad extending its Monongahela division from Brownsville to that place. As a result of this new branch the Pennsylvania will have a much larger tonnage from that district, a number of new coal mines will be opened up, and many coke ovens will be built.

On account of the low water all the down-river boats are now tied up. However, considerable work is being done in the local pools, both in towing coal to the mills and filling the harbor with loaded boats and barges preparatory to a rise. This, however, is not looked for in the immediate future. The rivers have fallen at all points, with the exception of Wheeling, which reports a slight rise.

Information calculated to increase faith in the stocks of the Pittsburgh Coal Co. has recently found its way to the public and has been well received, although there has been no particular movement in the securities. Vice-President Woodward is quoted as saying that orders already booked will keep the mines in operation during the remainder of the year, and that prices are higher than they have been for two years previously. It is an accepted fact that the financial affairs of the company show a marked and steady improvement.

With the coming of dog days a new element is perplexing the iron and allied interests in their efforts to meet the extraordinary demands of consumers—and that is the scarcity of labor. It seems to be a case of too much prosperity, the men being inclined to insist upon a period of rest and recreation. In the Connellsville coke region the lack of hands has made it impossible for the H. C. Frick Coke Co. to operate more than ninety per cent of its ovens, and the company is now forced to purchase more coke in the open market than it has ever done heretofore.

The coke trade opened up the second half of the year with a phenomenal record for the first half of the year and a bright future for the remaining months. The total variation in shipments during the past six months was a trifle over 17,000 tons, showing that the trade for that period was steadier than ever before. The first half of the year wound up with an increase all around, both production and shipments making heavy gains. The past week's production in the Connellsville district is estimated at 273,174 tons, an increase of 1,120 tons over the previous week. The shipments from both regions aggregated 15,042 cars, to the following points: Pittsburg district, 4,726 cars; west of Pittsburg, 8,699 cars; Eastern district, 1,617 cars, being a total of 15,042 cars and an increase of 82 cars. Estimated upon reports from shipping points, the shipments amounted to 357,907 tons, an increase of 2,456 tons over the week previous.

A large number of laborers are in demand in Pittsburg and vicinity. Many of the large coal and coke companies are advertising for men and the industrial plants are also short. It is estimated that from 10,000 to 20,000 additional laborers could be put to work in the Pittsburg district at once. Many interests are suffering acutely, despite the fact that better wages and more liberal concessions than have ever before prevailed are being freely offered. The only satisfactory explanation made for the shortage of men is that railroad and other outdoor con-



tractors are in position to offer wages sufficiently attractive to induce laborers accustomed to mine, coke oven and steel furnace work to seek the more comfortable employment during the summer

months. Railroad contractors have been offering unusual wages to coal miners during the present season, realizing that their experience in pick handling is an important factor. Another ex-

planation for the shortage of men for mine and oven work is that many former coal and coke workers were frightened into returning to Europe during the recent coal strikes.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, July 12.

The Cincinnati market shows a further improvement this week. There have not been as many inquiries for coal during any week for several months as there have been this week, and a number of the representative selling agencies report that they are now booking orders for large and small amounts of coal, both for immediate and future delivery, at prices that a few weeks ago would have looked more than satisfactory. This state of affairs carries out exactly the predictions made from time to time in *THE BLACK DIAMOND*, and shows as clearly as can be that dealers can rely upon its reports and save money if they are governed by them. It was thought last week by a great many mining concerns that the Fourth of July coming right in the middle of the week would badly affect the tonnage of all the producing districts; but instead of the miners taking most of the week to jollify, they apparently paid little attention to the Fourth this year, and instead of the week putting out a greatly lessened tonnage, even more coal than usual came forth. The demand, however, was equal to the supply, and ahead of it, and conditions are now about the same as they were a week ago, with the exception that there is a generally firmer tone to the market, with a constant tendency toward higher prices for all grades of coal.

### Nut and Slack in Strong Demand.

The feature of the market this week is probably the demand for nut and slack. While large quantities of this fuel are now being produced, which is different from conditions in the late winter and early spring, when the demand for lump coal was extraordinarily light and the quantity of nut and slack made was correspondingly light, the demand is apparently increasing with the output, and the consumer who has not already contracted for his nut and slack for the remainder of the season had better get in out of the wet by buying now, even if he has to pay current quotations for his fuel. Nut and slack is certainly in good demand. One large concern reports having made a contract today to sell 8,000 tons of nut and slack for seventy cents at the mines. It will take several months to fill the contract. The lowest current quotation heard this week on nut and slack was sixty cents a ton at the mines, while the range of prices on this grade of fuel goes to seventy-five cents a ton at the mines. A number of concerns which produce a high grade nut and slack affirm that they are having no trouble to sell their output at seventy-five cents a ton at the mines.

Next in importance to nut and slack is lump coal. The demand for lump is improving as nicely as the most sanguine optimist could ask for. One dollar and forty cents a ton at the mines is now the minimum price quoted, while a number of producing concerns are quoting \$1.50 with a few sales of favorite grades at this price. Extra coarse lump, and coal of such quality as Black Band ranges as high as \$2.00 a ton at the mines. Three-quarter lump, or steam lump is worth \$1.15 and \$1.20 a ton, while run-of-mine is selling freely at \$1.00 to \$1.10. It is needless to say that all the foregoing refers to splint and gas coal. In the smokeless market a very similar state of affairs exists, with the exception that the demand for Pocahontas and New River is probably a little ahead of that for splint coal. Smokeless lump at \$1.50 a ton at the mines is a good thing to buy at this time. While it is probable that there will not be a change in this price for several weeks, the dealer who gets in his order first will be served first, and it must not be forgotten that there will be a scarcity of cars as soon as the rush for coal begins. Without exception, all the producing

companies who were asked regarding the car supply this week reported it excellent on all roads entering Cincinnati. To go back to prices. Pocahontas and New River run-of-mine is worth \$1.25 a ton except for the strictly Cincinnati market, \$1.15.

### Ohio River Too Low for Shipping.

There is no change in the river coal situation, the river having again fallen below a shipping stage from all points. The stock of river coal afloat is neither very large nor very small. It is great enough, however, to tide over the river dealers, with what they have in their yards, to the time when there will be another run from headwaters. Pittsburg lump is quoted at  $7\frac{1}{2}$  cents a bushel of 2,688 cubic inches, and Kanawha lump ranges from 7 to  $7\frac{1}{2}$  cents a bushel afloat in barges. Nut and slack ranges from five to six cents a bushel afloat. An average of about twenty-five cents a ton must be added to the price of river coal afloat to put it on a parity with rail coal.

The retail trade of the city is excellent. There is probably not a concern in the city that is not reasonably busy with orders for coal for next winter's use. This is as it should be. Deliveries can be made now quickly and cheaply, and the buyer is sure that there is no ice and snow in the coal that is being dumped into his cellar. With one important exception, prices are unchanged. One very large concern posted notices to the effect that beginning with a date now past, the price of its Pocahontas lump and egg coal would be \$4.00 a ton delivered in the down town part of the city, and \$4.25 a ton on the hill tops and distant suburbs. That other distributors of smokeless lump will follow suit is a foregone conclusion. Splint lump is worth \$3.25 a ton delivered to families, and anthracite \$7.50. Nut and slack for steam purposes ranges from \$1.90 to \$2.25 a ton delivered to factories and such places.

Two long sessions were held by the Ohio coal operators of the Pittsburg vein and representatives of the miners' organization, but the conference was adjourned Tuesday without an agreement being reached. Thomas Young, president of the operators' association, said the conference was largely of the same nature as the one held at Wheeling recently, and that while no conclusions had been reached it was possible that negotiations would be renewed in a few days. The operators claim advices from the Glen Run and other mines in the southeastern district, where the strike holds out, that a number of the strikers returned to work on Tuesday.

All the mines of the "stand-pat" operators in the Hocking district are idle again, the miners having gone out Tuesday. When the miners received their statements Monday for the past two weeks' work their wages fell short a few cents of the 1903 scale, which they were expecting, according to the agreement reached in Columbus. The operators are confident that as soon as the attention of the miners' officials is called to the situation the men will be ordered back to work.

### NEWS NOTES AND PERSONALS.

Glen Howell, of the Rich Mountain Coal Co., Knoxville, Tenn., was a Cincinnati business visitor during the week.

Richard Ellison, of C. G. Blake & Co., has left for Round Pond, Maine, on his annual vacation. He will be gone a month or more.

W. R. Ballou, president of the Phoenix-Jellico Coal Co., Altamont, Ky., was here on business connected with his company this week.

Thomas R. Morgan, general southern agent of the Kentucky Block Cannel Coal Co., is spend-

ing part of the week at his cannel mines in Kentucky.

C. W. Poysell, manager of wholesale sales of the Marmet Coal Co., reports that the Put-in-Bay convention this year was not nearly as lively as it was last year.

The New River Coal Sales Co. has moved its offices to a fine suite of rooms in the new Fourth National Bank building, midway between Vine and Walnut streets.

Frederick B. Raines, the popular manager of the Cincinnati office of the War Eagle Fuel Co., spent a part of last week at his company's extensive mines at War Eagle, W. Va.

Harry P. Jones, president of the Big Hill Coal Co. and other big coal companies, is spending the week in Cincinnati. He has been away from home so much lately that it is quite noticeable when he is here.

Charles E. Hall, formerly president and general manager of the Wallsend Coal & Coke Co., Wallsend, Ky., is in Cincinnati this week. It is reported that Mr. Hall contemplates locating permanently in the Queen City, and that he will engage in a coal brokerage business.

J. C. Wheeler, general manager of the new Southern West Virginia Coal Co., has been out on the road for a while in the interests of his new concern, and reports prospects very flattering. Mr. Wheeler has made scores of friends since he entered the coal business, and has been wonderfully successful in working up a demand for a very large tonnage of coal.

The board of trustees of the commissioners of waterworks of the city of Cincinnati is advertising for bids for the construction of a coal house, storehouse, and receiving bins for the western pumping station of the new waterworks. Bids will be opened August tenth, 1906. The new waterworks plant is rapidly nearing completion and it is essential to have a place for coal before the pumps can be started.

Sealed proposals will be received by the board of trustees of the Girls' Industrial Home, Rathbone, Ohio, until noon, July nineteenth, 1906, for its supply of coal for the school from the first day of August, 1906, for one year. Bids will be received for lump, three-quarter lump, run-of-mine, nut, and nut and slack. Dealers wishing to bid can doubtless get all the necessary information from the secretary, T. F. Dye, Rathbone, Ohio. The amount of coal required is not stated.

Thomas R. Morgan, general manager of the Pocahontas Co., and general southern agent of the Kentucky Block Cannel Coal Co.; O. P. Curran Jr., manager of the Black Band Coal & Coke Co.; Kuper Hood, manager of the Big Hill Coal Co.; C. W. Poysell, manager of wholesale sales of the Marmet Coal Co.; R. H. Bartlett, secretary of the Darby Coal & Coke Co., and R. H. Lyman, manager of the Island Creek Coal Sales Co., were the Cincinnatians who attended the annual convention of the Wholesale and Retail Coal Dealers of Ohio at Put-in-Bay last week. They all report having had a very pleasant and profitable time.

The Halmar Coal Co. is the very latest and newest coal concern in Cincinnati. This company comes into existence by Mr. C. D. Martin, who has been general manager for George M. Halm & Co., buying out the entire interests of Mr. Halm, and incorporating the concern as "The Halmar Coal Co.," making a combination of his own name and that of Mr. Halm. The capital stock of the new company is \$25,000, and Mr. Martin will be president and general manager. The company will retain the old offices of George M. Halm & Co., on the ninth floor of the Neave building. Many expressions of good will are heard for Mr. Martin, who is noted for his energy, and who is very popular in the trade. He has practically had charge of the business of Halm & Co. for two years or more.



## The Hocking Valley Coal Trade.

COLUMBUS, OHIO, July 12.—(*Special Correspondence*.)—There is an old-time air of activity about the various coal headquarters here and the general feeling is one of encouragement over the outlook. This is particularly true with the big companies. The Sunday Creek, which was the head and front of the opposition against the 1903 scale and whose immense interests in the Hocking Valley remained in a state of total suspension during the strike, now has all of its mines in operation, both in Ohio and West Virginia.

The referendum vote taken by the miners of the valley on the question of accepting the proposition of the operators resulted in crystallizing into a permanent settlement the temporary truce that has been in force for several weeks past. The terms of this agreement concede some minor points to the operators in the way of conditions, which amount to about one per cent reduction under the 1903 scale. Owing to a misunderstanding of this fact the miners at a number of points in the valley went out on Tuesday of this week, when they received their first pay, but this was but a temporary hitch, as they are bound by the decision reached in their referendum.

### Lake Business is Heavy.

The movement of coal lakeward is very heavy, and already there is reported a car shortage on the Baltimore & Ohio. While not serious enough yet to prove a handicap it is regarded as ominous of trouble in this direction in the near future. Of more serious consequence just at present is the scarcity of vessels in the lake carrying trade. The ore trade is so active that many of the big boats go up light rather than wait their turn at the docks for a cargo of coal. This is explained by the fact that freight rates on ore are seventy-five cents per ton as against forty and forty-five cents for coal.

There has been a decided improvement within the past week in the demand for domestic lump and school coal is becoming quite active. The former is firm at \$1.50 and run-of-mine is selling at from \$1.05 to \$1.15, prices generally being considerably better than at this time last year. In the higher grades of West Virginia coal the July schedule for War Eagle smokeless quotes domestic lump at \$1.25 and \$1.50 and run-of-mine at \$1.10.

### Notes on the Labor Situation.

The wholesale resumption of mining has in some instances unfavorably affected small operators and jobbers who had coal throughout the suspension and were able to find a ready market for it at good prices. As a rule, however, business is good and a number of compa-

nies report being behind with their orders. The thin-vein people have been having their innings in joint conference at Zanesville this week, trying to get together on differences peculiar to themselves, as a supplementary action to the general settlement in the Hocking and neighboring fields. It is believed that another week will see this class of mines in operation again.

Little faith is placed in the ability of the eastern Ohio mine owners to secure men with which to operate under the open shop plan, the feeling being that they have made a mistake in not following the basis of settlement reached by John S. Winder, the representative of the stand pat operators. That section being the most formidable competitor of the Hocking valley, the latter will benefit by any trouble which may exist there.

### NOTES PERSONAL AND GENERAL.

John Carding, of the Carding Coal Co., has returned from a vacation trip to the northern lakes.

C. H. Donahoe, of the Capital Coal & Coke Co., is recuperating at Cambridge Springs, Pa.

J. A. Rundio, of the New Pittsburgh Coal Co., is spending his vacation at Shell Beach, Buckeye Lake.

Vice-President Webb, of the Geo. M. Jones Coal Co., Toledo, was in Columbus this week.

Ehmer Miller, formerly of the Turney-Jones Co., this city, but now of the Powhattan Coal Co., Toledo, was calling on old friends here last week.

John Taylor, of the Taylor-Williams Coal Co., is at his summer home in the east.

The Middle States Coal Co., of Columbus, will open 150 new coke ovens at Olmstead, W. Va., about the middle of August.

On Saturday, the seventh inst., 25,000 tons of coal were loaded at the Hocking Valley docks, Toledo, the record so far for this season.

Recent changes in the directory of the Sunday Creek Co. substitute two Columbus men, namely, Horace Chapman, of the Chapman Coal Co., and William Hoffman, of the Commercial National Bank, for non-resident members of the board. The retiring directors are Alfred Hicks, of Pittsburg, and C. W. Watson, of Baltimore. The latter is president of the Fairmont Coal Co., and the fact that he ceases to be officially connected with the Sunday Creek Co. is accepted to mean that there is no community of interests between these two big corporations, as has been rumored. The office of secretary, heretofore claiming an eastern incumbent, has been consolidated with that of treasurer in the person of C. A. Suydam, who has been doing service in the latter capacity. All the other officers were re-elected.

gas, and unless there is a new reduction in the freight rate on slack coal they may continue to burn gas. The operators deny that they have been affected much by the use of oil and gas, but there is no longer any doubt that oil and gas are a serious menace to the coal trade in the southwest.

The steam users fix the value, to them, of gas at from seven to eight cents per thousand feet as compared with the present prices of oil and coal. There is every reason for believing that the gas company intends to hold the business at the packing houses and it may make a rate as low as seven cents a thousand to do it. Such a rate would probably apply only to those consumers who use ten million feet per month and upward, as the fight promises to be for big contracts.

The soft coal that is the main competitor is a commodity subject to some fluctuation. The coal dealer figures on making lump coal pay nearly all of his expense of mining. Slack can only be used for steam purposes and the operator does not expect to get much out of it. He pays sixty cents a ton to the railroad for hauling it and gets what he can above that amount out of his coal. If oil and gas destroy the market in Kansas City slack coal won't be worth much more than its freight anywhere in this district.

The contract for the coal for Kansas City at the waterworks has been let to the Central Coal & Coke Co. for \$1.35 a ton for slack coal. This is ten cents lower than the price last year. A few years ago the city paid \$2.50 for slack coal. There were four bidders for the contract just awarded. The city uses about fifty tons daily.

### The Ohio Coal Trade.

CLEVELAND, OHIO, July 12.—(*Special Correspondence*.)—The eastern Ohio operators and a committee of miners adjourned Tuesday evening, after several sessions, without reaching any conclusion. Thus the second attempt to settle the mining price in that district has come to naught. The miners, it seems, held out for the full 1903 prices and conditions, while they were assured by the operators that they could agree only to what had been offered before. The meeting was more in the nature of a review of conditions surrounding the work than otherwise. Operators say that it is possible that another meeting will be called within a short time, because they feel that the men will want to go to work on some terms rather than to stay out until the business all goes to some other district. The supplies that can be purchased with the money received from the organization do not make exceptionally plentiful repasts, either, and this is telling on the patience. President William Green, of the state organization, and Vice-President Thomas Lewis, of the national organization, were two members of the miners' committee who visited this city.

This meeting was not unlike the meeting held at Wheeling some time ago, so far as the work was concerned. The members of the committee were delegated to carry out the wishes of the miners and they would not vary from the instructions that had been given them.

### Views As to Outcome Vary.

Some days ago it was predicted that a settlement would be reached within a short time or work would be resumed any way upon some terms. It was argued by some that several of the operators could not be held much longer and would sign the old scale, while others said that the miners were growing so tired of idleness that they would not stand the suspension any longer. Both seem to be standing out pretty well, if the meeting is any evidence.

About 100 union miners went to work at the Provident mine of Pickands, Mather & Co., near St. Clairsville, a few days ago, but the daily press reports indicate that the men had a misunderstanding and are talking of going out again. Just what they could have understood wrongly is hard to tell, as they certainly have been out long enough to have a clear idea of what the operators are demanding and what they were to do if they go back.

The miners employed by C. W. Troll in the same section of the country were dismissed a few days ago, and it is not known now when they will be called. The miners had been receiving

## The Missouri River Coal Trade.

KANSAS CITY, July 12.—(*Special Correspondence*.)—The steam coal trade in Kansas City and other southwestern markets is reported to be excellent for this season of the year. The volume of trade is larger than it was a year ago, and this is due to two causes—stocks of coal were exhausted in the recent coal strike, and the southwest continues to enjoy an era of great prosperity. The demand for coal for harvesting purposes in Kansas and Oklahoma is large. The demand for coal for transportation purposes is very heavy and will be largely increased when the wheat crop begins to move later this summer. Altogether the prospects seem to be excellent for a lively coal trade next fall and winter.

### Light Demand for Domestic Coal.

The domestic demand is very light just at present and there is practically no domestic coal on the market. Supplies will be brought in and the demand stimulated probably by a cut in retail prices August first. It is customary every summer to reduce retail prices from

twenty-five to fifty cents a ton to encourage the storage of coal for winter consumption. The coal bins of nearly every householder in Kansas City became empty during the strike and were not refilled because of the advent of summer. This condition is an encouragement to the retail dealers for the fall and winter trade.

### Effect of Natural Gas on Market.

Natural gas and fuel oil are making a strong effort to compete with coal in the Kansas City market. During the strike several big manufacturing companies burned gas or oil instead of coal and inducements are being held out to them to continue the use of the substitute fuels. The Standard Oil Co. is back of the oil business, while the Kansas City-Missouri Gas Co. has a large supply of natural gas across the state line from Kansas City. The company is selling natural gas in large quantities at eight cents per thousand cubic feet, and at that price contends that it is more economical than slack coal at \$1.35 a ton. Several of the packers and other big manufacturing plants are burning natural



the 1903 wages and working under the conditions of that agreement. The reason given for ceasing operations was that no money was being made at that rate.

Several arrests have been made as a result of the shooting affray at the mines of the United States Coal Co. some time ago. While the guards have been blamed for causing this trouble, it is believed that the miners had been doing all they could to aggravate them into going beyond the point of reason. Capt. R. W. Talbott, who was in charge of the guards, is one of those under arrest. The guards have since been replaced by deputy sheriffs, and the Bradley mine has been closed.

The joint meeting of operators and miners of the Massillon district has adjourned and the work of making a settlement has been left in the hands of a committee consisting of six operators and the same number of miners. This committee will meet Thursday to take the matter up. There is a general belief that the troubles in this district will be more easily settled than those of the other portions of the state.

### The Detroit Coal Trade.

DETROIT, MICH., July 12.—(Special Correspondence.)—Coal dealers in this city are anticipating a lively bituminous trade within the next six weeks, and apparently with some good reason. Reports from Cleveland continue to tell of steady demand for coal tonnage and all the leading companies that have agencies in this city are shipping their output up the lakes at the rate of one hundred to five hundred cars a day. In fact, were it not for the tremendous demand from lake ports it is the general opinion that the bottom would drop out of the market. But prices are as firm as ever, and, though the Detroit business is practically at a standstill, and consumers are stubbornly holding off, shippers have become convinced that the stock piles which were heaped so high last March in anticipation of a long continued strike can not last much longer.

"I expect," said a prominent coal man, "to see within a short time something bordering on a coal famine. If every mine in the country is working to the limit it will not be able to supply the demand in August and September with its limited supply of cars. For I expect the car shortage will begin earlier than usual this year."

However, in spite of the dullness locally, business elsewhere throughout the territory tributary to Detroit is fairly good. The Fairmont and Consolidation Coal companies have put their men on the road again and there is considerable demand for domestic spot. Contracts, too, are being signed a little faster than they were a week ago. In fact, taking it as a whole, there is not much reason for gloom.

The Michigan Farm Products Shippers' Association, now in session at Jackson, has taken up the question of car supply, a matter of much interest to coal men of this city. The association has gone on record as opposed to what it calls an imposition on the part of the railroads, which charge them one dollar a day demurrage, while the shippers have no remedy when the railroads fail to furnish cars when called for. Substituting the word "full" for "empty," the same line of reasoning might apply to the situation right here in Detroit.

In the anthracite trade the dullness is even more pronounced. The retail business is very dull. Everybody is away on a vacation—that is, everybody who can get away—and, though the price will go from \$7.25 to \$7.50 on September first, very little coal is likely to be sold before that date.

### Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending June thirtieth amounted to 23,366 tons, making a total to that date of 3,122,149 tons, as compared with 4,368,893 tons for the corresponding period last year, a decrease of 1,246,744 tons.

Coke tonnage for the same week amounted to nothing, leaving a total this year of 37,787 tons, as compared with 50,881 tons for the same period last year, a decrease for the present year of 12,094 tons.

### West Virginia Mining News.

WHEELING, W. VA., July 12.—(Special Correspondence.)—There is a strained situation in the coke shipping business in the Norfolk and Western field. It had its first outcropping in the conference relative to changing the manner of distribution of cars at the mines, and it is again to the front through the formation of a new shipping agency at Bluefield.

The railroad for some time has had in mind the changing of the car service. The shippers held a conference and by a decided majority voted against a change to a production basis, as clamored for by other operators. Now the railroad has started to rectify a custom of early morning delivery of cars, known as arbitraries. After these arbitraries are allotted, there is another distribution on the basis of the number of ovens. It has been claimed that certain plants were allowed to share proportionately in cars on an oven basis, notwithstanding that they first got an undue number of arbitraries. The point at issue is best understood when it is known that only some got the arbitraries.

The Pocahontas Collieries Co. has secured a temporary injunction to restrain a change from the existing order, while the Powhatan Co. has entered suit to compel the railroad to change from an oven basis to a basis of tonnage production. With two diverse elements besieging the railroad, it certainly is having its troubles.

Still another injunction has been applied for to restrain the Producers Coke Co., the new coke shipping agency operated by the Tierney and Crozier interests, from handling the product of collieries allied with the Pocahontas Coke Co. The organization of the new coke agency was mentioned in THE BLACK DIAMOND of last week, and its organization has been followed by spirited rivalry for business. At present the conditions are chaotic and the maze of injunctions will have to be threaded before the coke trade in the Norfolk and Western region is clarified. The muddle affects particularly the so-called independent companies, however.

Notwithstanding a depression in May in the Kanawha region, statistics just at hand show that about 432,000 tons of coal were shipped out of that district over the Chesapeake & Ohio road alone. The coke tonnage amounted to 6,180 tons. This output does not take in the shipments over the Kanawha & Michigan railroad, but for most of that month the Sunday Creek strike tied up a dozen mines on this road. The June tonnage should show a large increase.

### Serious Shortage of Labor.

It is said that every mine in the New district is short of its full force of labor. This is doubtless the case, for a similar condition prevails in the Fairmont region. Considering the strike in Ohio, an exodus of striking miners would seem logical, but the results do not show that any outside help has come into West Virginia. If the tonnage from the West Virginia field for the summer months shows a decrease over a corresponding period last year, it can be set down accurately to the labor problem. Last year the prevailing tenor of complaint was of insufficient car facilities, while it is centered now on the demand for more miners. Several coal companies have been advertising for skilled men for weeks without effective results, and a number of operators in the New River and Pocahontas districts have encouraged the importation of green foreigners.

Shipments this week, especially from the New River district, were light because the Fourth of July celebrations were protracted. In Raleigh and Fayette counties the mines were closed down from Tuesday to the following Monday to give the miners a full opportunity to celebrate. This policy was decided on because it was felt that the class of labor employed would take a whole week for it, anyway.

### NOTES GENERAL AND PERSONAL.

Development will begin in a few weeks on a mine for the Jenny Gap Coal Co. in Raleigh county. The persons interested include J. B. Lewis and other operators of that section. The mine will be on the Deepwater and Chesapeake & Ohio railroads.

An injunction has been asked for against the Wright Coal Co. to restrain it from selling its output through any agency except the New River

Consolidated Coal & Coke Co. This is another chapter in a series that began when the Wittenberg interests acquired several large producing mines in that field.

A threatened strike of the Merchants' Coal Co. at Tunnelton, on the Baltimore & Ohio's main line, was settled by the company agreeing to pay the old scale. The strike cloud was raised when the company asked the men to accept a reduction. It was purely local in its nature.

Considerable interest has been created by the announcement that the interstate commerce commission will be asked to investigate the action of the Chesapeake & Ohio and Norfolk & Western roads in giving certain eastern consumers an alleged advantage in freight rates of from fifteen to twenty-five cents a ton on West Virginia coal shipments. The matter was precipitated by the announced policy to encourage manufacturing at Newport News by offering cheaper fuel attractions. Dealers who do not share in the reduced rates will make the protest.

The Fairmont Mining Machinery Co., which is now putting three kinds of box car loaders on the market, after plans by Geo. T. Watson, the general manager, report a big demand from the west. The concern was reorganized about four months ago and is acquiring business rapidly.

F. P. Jones, a Wheeling operator, has secured a half interest in the Lewis Coal Co. at Rayland, Ohio, from Pittsburg parties.

### Settlement in Clearfield District

The result of the recent negotiations between the operators of the Central Pennsylvania region and the United Mine Workers' officials of that district, also including Secretary-Treasurer Wilson, was an agreement to the effect that the following scale would be presented on Thursday of this week to the scale committee with the recommendation that it be adopted. This statement was made by Mr. Wilson, including one or two additional features, and the operators of the association agreed to accept the proposition. It is expected that the scale committee will endorse the action of its officials, in which event, there will be a joint conference between the operators and miners' scale committee on Friday, at Harrisburg, Pa. With this accomplished, the men are expected to return to work on Monday of next week.

The agreement says:

First—Whereas, notice dated April twenty-eight, 1906, to all employees was posted by the operators covering a scale of wages to be paid at all mines until the thirty-first of March, 1907, the copy of same attached hereto, shall be made a part of this agreement, as follows:

On and after this date, and until the thirty-first of March, 1907, the following scale of wages and conditions of employment will be in force at this colliery:

First—Pick mining, per gross ton, 66c; pick mining, per net ton, 58.85c.

Machine loading shall be five-ninths of the pick price plus one-half cent, and cutting and scraping, whether by the ton, day or task, will be advanced 6 45-100 per cent above the price paid in 1905.

All other day wages and monthly men, both inside and outside the mines, and all dead work and yardage shall be advanced 5.85 per cent above the rates paid during the scale year ending March thirty-first, 1906, excepting all mechanics and skilled labor, who are to be paid such prices as shall be mutually agreed upon between the undersigned and the mechanic employed.

Coke men to receive an advance of 5.85 per cent over the rates paid during the scale year of 1905.

Second—Eight hours of actual work at place of work shall constitute a day's work for all labor inside the mines, except pump men and monthly men, who shall work the number of hours required. It is understood and agreed, however, that the trip riders, motormen, drivers and cagers shall work the extra time required to clean up and deliver outside all coal gathered from working places to the side tracks within the eight hours of actual work, and shall be paid for such extra time worked at the rates per hour herein agreed upon. All outside labor to work the number of hours required and to be paid as per rates specified.

Third—There is to be no change in working conditions under this scale, from such conditions



as have applied at this mine and have been in practice thereat during the scale year ending March thirty-first, 1906.

Second—Any regularly employed miner, may, at his option authorize deductions from coal mined for use of check weighman's fund. There shall be no collection from day labor by the companies, either from men working in mines or outside.

Third—The right to hire and discharge, the management of the mine, and the direction of the working force, are vested exclusively in the operator, and the United Mine Workers of America shall not abridge that right. It is not the intention of this provision to encourage the discharge of employees, or the refusal of employment to applicants because of personal prejudice or activity in matters affecting the United Mine Workers of America.

Fourth—Should differences arise under this agreement, between the employers and employees, touching the proper interpretation of any of its provisions, there shall be no suspension of work on account thereof, but an earnest effort to settle such differences shall be made, first through the local management of the mine and the mine committee, and failing in this, the matter shall, second, be presented to the general manager or owner and the district officers of the United Mine Workers of America, and if settlement is not reached with said general manager or owner and district officers the question shall then, third, be referred to a permanent board of arbitrators, consisting of two miners, or their representatives, and two operators, or their representatives; they jointly failing to agree shall appoint an umpire, who shall be neither a miner or an operator, but whose decision shall be final in the interpretation of the question at issue under this agreement.

## Pennsylvania Directors' Action

President Cassatt, of the Pennsylvania railroad, on July fifth sent out the following notice to the officers and employees of the road:

The attention of all offices and employees is directed to the following extract from the preliminary report of the special committee of the board of directors, appointed May twenty-third, 1906, to examine and report upon the facts connected with the acquisition and ownership by any officer or employee of the company of stock, or other interests, in any other company or association, the holding of which can in any manner affect the performance by such officers or employees of their duty to this company, or the performance by the company of its duty to the public:

"Under the conditions of today, as they have been stated, it is essential that all officers and employees should be absolutely free to discharge their duties impartially. Applying this principle to the coal trade as an illustration, the keen competition of today requires every officer and employee of the Pennsylvania Railroad Co. to part with any investments which he has in the shares of any coal producing company, and also to part with any interest which he has in or with any firm or individual mining coal, on any of the lines of the Pennsylvania railroad system; and every officer and employee should be required to refrain from any investments whatsoever, which may possibly prejudice or affect the interests of the company, or interfere with the company's full discharge of its duty to the public."

The report of the special committee having been adopted and approved by the board of directors of the Pennsylvania Railroad Co. at a special meeting held July second, 1906, all officers and employees are required to divest themselves of any interest, direct or indirect, that they may have in stocks of any coal companies or in any firms or with any individuals owning or operating mines located on the Pennsylvania system or dealing in coals produced therefrom, and also to divest themselves of any interests, direct or indirect, they may have in any companies or firms or with any individuals engaged in any other business where the holding of such interests might in any way conflict with their duty to the company or the company's duty to the public.

A. J. CASSATT,  
President.

# Western General and Personal.

J. M. Roan, manager of the mines of the Sunday Creek Co., was in Chicago last week on business for the company.

O. J. Patzold, sales agent for the Campbell's Creek Coal Co., Cincinnati, was calling on the Chicago trade this week.

Genial "Bill" Haskell, who hails from Cedar Rapids, Iowa, was shopping around the Chicago trade after the Kokoals adjourned.

Gardiner H. Reeves, of Minneapolis, secretary of the Northwestern Retail Coal Dealers' Association, spent most of this week in Chicago.

The Standard Washed Coal Co.'s Rifle and Pistol Club defeated the United States Express Co.'s Club in a shooting tournament for a gold medal.

W. C. Wyman, of Wyman Bros., Old Colony building, Chicago, has been in New York city for the last week, but is expected home about Saturday.

The Standard Washed Coal Co.'s Rifle and Pistol Club is open for a challenge from any rifle and pistol club connected with the Chicago coal companies.

B. S. Hamill, general sales agent of the Monongahela River Consolidated Coal & Coke Co., of Pittsburg, was in Chicago Wednesday and Thursday of this week.

J. Worrell Clarkson, president of the Clarkson Coal & Dock Co., of St. Paul, Minn., incidentally called on a number of his friends in this city while on a business trip.

D. E. McMillan, manager for C. G. Blake & Co., Old Colony building, Chicago, is home from a vacation trip. Most of his time was spent in renewing his acquaintance with old-time friends at his former home in the Miami Valley.

C. H. Jones, of the Central Coal & Mining Co., Indianapolis, Ind., has been spending several days in Chicago engaged in making arrangements for the equipping of his Calora mine in Green county, Indiana, with modern electrical machinery. It is the intention of Mr. Jones to install a plant which will greatly increase the output of the Calora.

Edward Wheler, manager of the Connell Anthracite Mining Co., of Toronto, Ont., is making an extended trip to the United States, especially in the west, for the purpose of familiarizing himself with the mining methods in vogue and of learning at first hand the market conditions. If he stays in Chicago long enough and applies himself sufficiently he will certainly learn how not to do it.

Frank M. Boynton, of Pittsburg, president of the Old Colony Coal Co., whose Chicago office is 335 Old Colony building, has been enjoying a somewhat extended western trip, in the course of which he spent several days in Chicago. He attended the Kokoal pow wow, and in behalf of the Pittsburg coal trade promised the delegation the time of their lives at the pow wow in that city next year.

W. H. Horriner, of Chicago, has filed suit in Topeka, Kas., asking for an award of \$200,000 from the receiver in bankruptcy of the estate of the late C. J. Devlin. Mr. Horriner claims that this amount of money is due him in connection with various transactions in which he alleges that he was acting as agent under contract to buy for Mr. Devlin various Illinois coal properties from eastern owners. As the estate is heavily involved, and as the alleged contract was only verbal, the plaintiff will probably have difficulty both in establishing his claim and in collecting the amount of the award.

The United Fourth Vein Mining Co. were the victims of an impromptu strike at their mines near Linton, Ind., on Wednesday of this week. The miners objected to bearing their share of the expense of removing the slate, according to the requirements contained in the Indiana state agreement with the United Mine Workers. The demand of the miners for extra pay for this work was promptly and firmly refused by the company, whereupon the men quit work instead of

referring the matter as a grievance to the joint executive committee. At this writing the mines are still idle, but it is not expected that the trouble will be of long duration.

R. H. Zoller has severed his connection with the Chicago, Wilmington & Vermillion Coal Co., after having been in the service of that corporation for twenty-six years, the last two years of the time as general superintendent of mines with headquarters in Streator, Ill. He has resigned this position to accept that of manager and treasurer of the Centralia Coal Co., and general manager of the Pana Coal Co., corporations which are closely identified in ownership. The properties of the companies consist of three mines at Centralia and two at Pana, Ill. Mr. Zoller will have his headquarters at Chicago. The Chicago, Wilmington & Vermillion Coal Co. has not yet made an appointment to fill the vacancy left by Mr. Zoller.

The Chicago, Zeigler & Gulf Railway Co., of which Joseph Leiter, of Chicago, is president, is making preparations for a considerable extension of its lines. Surveys are now being made by the company for a road from Zeigler, Ill., to Bryden, Ill., a distance of twenty-five miles, the route passing through Hallidayboro. The completion of this extension will give the Chicago, Zeigler & Gulf a connection with the Mobile & Ohio at Bryden and will give a new outlet for shipments from the Franklin county mines. Surveys are also being made for another branch running from Zeigler Junction to Duquoin by way of Clinch, Ill., a distance of fifteen miles. Construction on the Duquoin extension will be commenced immediately, and it is expected that the line will be ready for operation by October first. The work will be carried on under the supervision of C. C. Whittier, chief engineer of the Chicago, Zeigler & Gulf Railway.

The Fourth of July was celebrated in a fitting manner at Zeigler, Ill., by an old-fashioned barbecue, and over fifteen hundred inhabitants of Franklin county enjoyed the hospitality of Joseph Leiter on the nation's birthday. In the morning the miners and farmers of the neighborhood competed in a series of foot races, bicycle races and sports of that character, and in the evening they were treated to an extensive display of fireworks. Large and commodious dancing platforms had been constructed and two bands from Duquoin furnished excellent music. The celebration was planned and looked after personally by Mr. Leiter, and he was ably assisted by Mr. Morton Otis and Mr. George Nevins, who came down from Chicago to help out. The day passed without an accident of any kind and every one who participated in the celebration was of the opinion that the day will long be remembered as one of the red letter days of Franklin county.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending July seventh, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending July 7, 1906.....	9,443	13,112	22,556
Corresponding week, 1905.....	5,093	15,559	20,652
Total for 1906 .....	394,082	586,381	980,463
Corresponding period, 1905 .....	362,202	461,363	823,566

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 156,897 tons.

The Central Coal & Coke Co. has issued its annual report for the year ended May thirty-first, 1905. The income account compares as follows:

	1906.	1905.
Net earnings .....	\$1,304,418	\$984,333
Roy., gen. exp., int., etc.....	569,283	491,089
Surplus avail. for dividends...	\$735,135	\$493,264
Preferred dividend .....	93,750	93,750
Balance .....	\$641,385	\$399,514
Common dividend .....	307,500	307,500
Surplus for year.....	\$333,885	\$92,014





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**The Anthracite Miners Certificate Case.**

**F**AR-REACHING in its importance is the recent decision of the supreme court of Pennsylvania in the Shaleen miners' certificate case, determining the validity of an act known as the Anthracite Miners' Certificate Law, which was passed by the state legislature in 1897.

Under the provisions of this law all persons are absolutely prohibited from working in anthracite mines as miners unless provided with certificates of registration issued by the board of examiners of the district in which they propose to work. Such a certificate can be legally issued only upon full satisfaction of two requirements. First, the applicant must furnish satisfactory proof that he has worked two full years as a laborer in an anthracite mine; and second, he must pass an examination sufficiently rigid to give proof of his competency to the examining board.

Ostensibly the law was passed simply as a safety regulation, to protect all inside mine workers from accidents due to inexperience or ignorance. But whether so intended or not, it has, as a matter of fact, been of great advantage to members of the miners' union, and a corresponding detriment to the interests of the operators. Even in time of peace between employers and employes, it has often been a source of annoyance and loss. The supply of miners is so closely equal to the bare requirements of normal production that only a slight disturbance of the equilibrium is sufficient to create a serious shortage of labor. The old ways of meeting such a need—by bringing in bituminous miners or by promoting to the rank of miner the more intel-

ligent and proficient laborers—has been cut off by the law, which prevents any exercise of discretion in such matters by the mine foremen or superintendents.

In time of strike the effect is even worse and plays directly into the hands of the United Mine Workers since it makes it practically impossible to employ men to take the place of strikers. Whether so intended or not, the law has resulted in a virtual monopoly by its narrow limitation of the supply of miners. While the avowed purpose of the law is, of course, thoroughly praiseworthy, in its practical working it has proven to be mischievous.

Possibly with the purpose of bringing about a test of the law, the Delaware & Hudson company took into its employ a non-union bituminous miner from Illinois, John Shaleen by name. He was at once arrested for violation of the Miners' Certificate Law and tried before the court of quarter-sessions of Lackawanna county, which upheld the constitutionality of the law and convicted Shaleen. His counsel, who were furnished by the Delaware & Hudson company, at once took an appeal to the superior court where they attacked the law as being in violation of the fourteenth amendment to the federal constitution, in which equal privileges are guaranteed to citizens of the United States everywhere within its bounds. The decision of the superior court was a divided one, holding as constitutional the provision for examination and certification regarding competency, but declaring the requirement of two years of labor in anthracite mines to be unconstitutional.

This decision put the operators in a much better position than before, and it would apparently have been wise to rest content with what had been gained. Instead, an appeal was taken to the supreme court of the state, and in a decision now rendered, the latter part of the superior court's decision is reversed, the law being upheld in its entirety as decreed by the court of original jurisdiction. The constitutional objection is met by the assertion that men from other states are free to go to Pennsylvania mines to get experience if they so elect. This would seem to the lay mind to be a dangerous precedent. The principle involved, if carried to its logical conclusion, would make it possible for each state in the union to enact a series of statutes which would make it impossible for a man—no matter how experienced and skilled in his trade or profession—to practice it in another state without going back to the elements of his calling and serving a long apprenticeship. In other words, it seems to open an easy way for nullifying the fourteenth amendment. This view is evidently still held by the attorneys for the defense, who have given notice of appeal to the United States supreme court.

Meanwhile the decision of the Pennsylvania court stands. If it had been given in April it might have greatly prolonged the struggle in the anthracite region, for a cogent factor in bringing the miners to terms was the knowledge that under the decision of the supreme court the operators could, and probably would bring in bituminous miners who would be able to pass the required examination and take the places of the strikers.

**Sending Coal on Consignment.**

**S**OME idea of the utter demoralization which has prevailed this week in the Chicago coal market can be obtained when it is known that a number of wholesale houses have received consignments of coal from sources from which they had not ordered it. The producing company, obtaining the name of a wholesale house, has shipped five or twenty-five cars without even consulting the latter, asking the wholesaler to sell the product at as high a price as possible. In one instance which came to our attention, after making such a consignment the coal operator came to Chicago to discuss the situation with the wholesaler. The latter told him frankly that he could not handle the product at a price sufficient to return the cost to the producer. He warned the operator that either he should close down his mine temporarily, or divert the coal to some other market, making the warning as emphatic as possible. The operator listened to his suggestion with evident interest, but the last thing he said when he left the wholesaler's office was: "Well, I will ship you a few more cars; I must get rid of my coal somewhere, and you will do as well as anyone else with it."

One of the greatest evils of the coal market is that of shipping coal under the circumstances we have described. It is an evil because such coal must be sold at a loss, and when it is sold at a loss it forces other products down to the same level. It is offered from office to office, the price made on it gradually descending in the scale until it is ridiculously low. Other shippers with coal on track must meet this price. Although they may have been conservative in forwarding tonnage, anticipating it could be marketed at a fairly reasonable figure, through these awkward methods of doing business that we have described, their coal is displaced, or they must sacrifice it.

Coal should never be shipped to Chicago unless it is ordered by the wholesaler. Operators will be financially better off if they will heed this suggestion. When they sell their product at twenty-five or fifty cents below cost there is only one result that can follow, and that is ultimate financial embarrassment. Present conditions are unusual, nevertheless they are made much worse than they ought to be by the methods we have described.



## Convention of Ohio Retail Coal Dealers' Association.

On Thursday, Friday and Saturday of last week the twelfth annual convention and outing of the Wholesale and Retail Coal Dealers' Association of Ohio was held at Put-in-Bay, with the Hotel Victory as headquarters. The registry of the association showed an attendance of about three hundred. There was an unusually large number of ladies present, which added greatly to the success of the social features, which were described as being especially delightful.

The convention opened on Thursday afternoon, July fifth. First in order was the annual address of the president, W. F. Voegelé, of Mansfield, Ohio, who spoke as follows:

### Address of President W. F. Voegelé.

Ladies and Gentlemen of the Wholesale and Retail Coal Dealers' Association:—Another year has passed into history and today we have our twelfth annual convention, and I bid you one and all a hearty welcome. That great commodore of the navy, Oliver Hazard Perry, near this very spot, September tenth, 1813, achieved a great naval victory for this great nation, whose birthday we celebrated but yesterday. In reporting the result to General Harrison, you remember he used these words, "We have met the enemy and they are ours." Now, we did not come here to meet an enemy, but to meet our friends, and we hope they are ours and will always remain ours. Shakespeare says "one touch of nature makes the whole world kin," and now, my friends, I sincerely hope and believe that some touch of nature has reached every one here. Not the kind of a touch which Shakespeare refers to, but the touch of Life, Fraternity and Enthusiasm, and then without doubt our session will be harmonious and profitable. One of the privileges we have here is to meet the gentlemen representing the great journals of the coal trade. By the press devoted to this great industry we are kept in touch with the details, from the mining of the coal to its transportation and distribution. Many valuable facts are given for our consideration and benefit. Let us give these gentlemen a right royal welcome. We also have with us some of the operators and wholesale merchants. Let us cultivate their acquaintance and friendship and bring buyer and seller closer together than ever before, and I am sure that it will benefit both. And last, but not least, we have the traveling salesmen with us. May God bless them. Why, gentlemen, it always makes me smile to see one of them walk into my office. If I have a touch of the blues (which fortunately I do not often have), they take a sneak and disappear as soon as I look into the confident, smiling face of the traveling man. You may rest assured he gets my hand, and then he says: "How are you, Billy; by jove. I aint seen you for some time, glad to see you looking well." Now, my friends, he's got me, and he immediately gets an invitation to come into my private office, and I want to tell you he makes good company and gives me the latest points on the coal condition. Gentlemen, in a word, the traveling men are our friends, and I sincerely trust they will at all times receive cordial treatment at your hands. You will never lose anything, but rather be the gainer by being courteous to them and through them to the great mining corporations which they represent. While on this island, however, beware of the Kokoals, which they also represent, and I will not be responsible for their acts in this direction. Last year, at your earnest solicitation and unanimous vote for my election as your president, I took hold of the work with many misgivings as to my ability to properly serve you. I concluded, however, come what may, to be faithful to the trust reposed in me, and, gentlemen, I have rendered you the best service I possibly could with the time at my disposal for this purpose. I have attended every executive meeting called by our secretary, and have rendered such other assistance as was needed as well as to the routine duties of the office. I wish I could have done still better. I believe our association is in a prosperous condition as to its membership, but your secretary, Mr. Ford R. Cate, will give you the statistics covering these

points. I wish to say that in Mr. Cate as secretary you have a jewel, and he is everywhere recognized as a man of exceptional ability. It has been a great pleasure to me to have been associated with him officially during the past year. Our executive board has also co-operated with us with the greatest interest and cordiality, and you owe them your thanks. Last fall we, as an association, needed some financial assistance, and in company with your secretary we proceeded to call upon the Cleveland operators for a few voluntary contributions to the cause. Well, we were treated royally by these gentlemen, and it seemed a pleasure to them to give us the assistance needed. The thanks of our association is due to them. Now, gentlemen, I earnestly request you to attend every session of this convention. You are willing to give a great deal of your time to other organizations, and then why not give a little of your time to further your interests in an organization which in the end will benefit you financially. In knowledge there is power, and you should know everything that will enlighten you in the economic conduct of your business. Many questions of vital importance to you will be discussed and you should be pleased to swell the attendance at each meeting. A touch of elbows creates interest and enthusiasm. Several addresses have been prepared by gentlemen of exceptional ability. Be sure and hear them and you will feel amply repaid. And now let me appeal to you to be loyal to your organization during the coming year. Do what you can to assist your officers in obtaining new members. We ought to have at least double the number we have now, and if you will assist we can have them this year. Pay your dues promptly and it will greatly relieve your secretary from financial embarrassment, which has sometimes overtaken him. When we consider the many benefits derived from this organization our financial investment is exceedingly small. And now, gentlemen, in conclusion let me bid you thrice welcome and may you go home, when this convention adjourns, feeling that it has greatly benefited you to have been here.

Following the address of the president, the secretary of the association, Ford R. Cate, of Columbus, Ohio, presented his annual report, showing an effective year's work. The report was as follows:

### Annual Report of Secretary F. R. Cate.

Mr. President, Members of the Official and Executive Board, and Gentlemen of the Convention:—Your secretary respectfully submits the following report of the work of his office since your last convention.

The finance report, which will be furnished by your treasurer, will, of course, cover that feature, but I desire to say a few words in this connection at this point. Your association has not been a money maker nor an accumulator. However, we have only assumed such obligation as we knew we could meet, and we do not owe a dollar today, except a balance on the secretary's salary. Last year at this time we had a first-class typewriting machine and other office furniture for which we were in debt. Today everything which we have is free from indebtedness. There is due the association considerable money in the form of annual dues, which I have been unable to collect. Some of the members have been extremely lax about the payment of dues and this has caused some embarrassment at times.

Your association work costs money, and the character of the work depends, to a very great extent, on the amount of money which we have to work with. Lack of money has made it impractical to travel as much as we should have liked, and we have often been forced to resort to correspondence when personal work would have proven more satisfactory.

At an executive meeting held during the month of September it was decided by the board that it would be necessary to raise some additional funds to finance the work. The president and secretary were appointed a committee to visit

the Cleveland shippers to solicit financial assistance and the vice-president and Mr. E. S. DeWolfe to visit Toledo shippers on a like errand. Other committees were appointed to visit other cities, if necessary, to tide over the shortage. The Toledo committee found but few of the shippers of that city at home, and we were out the expense of the trip. The Cleveland expedition was more successful and the shippers of that city responded liberally. A sum was raised which proved sufficient to tide us over and no appeal was made to the other cities. I wish to take this opportunity to publicly express our thanks and appreciation to the following Cleveland shippers, not only for their liberal contributions, but for the spirit in which the money was given. Contributions were received from M. A. Hanna & Co., H. S. Odert & Co., The Morris Coal Co., Glen's Run Coal Co., Burton, Beidler & Phillips Co., Drake Coal Co., Lorain Coal & Dock Co., Pickands, Mather & Co., E. A. Upstill & Co., The James Mullins Coal Co., and the Ohio & Pennsylvania Coal Co. Upon the visit of your president and myself to Cleveland we were received most graciously and courteously by the above shippers, who listened to our "tale of woe" and at once made good. The donations were made without any hope of personal benefit, but simply to advance the work which the state association was endeavoring to do and for the general improvement of trade conditions in the retail coal business of Ohio. I have no doubt that, had the contingency arisen, the shippers in the other cities would just as willingly have rendered us assistance. You may rest assured the appeal will not be made unless we find it absolutely necessary in order to carry on our work, for it is the ambition of the officers to make the association run on its own wheels.

The shippers have assisted us very generally by purchasing advertising space in our Annual Year Book, but we honestly believe that we give a dollar's worth of value for every dollar collected for this space. This year book goes to every coal dealer in the state and to the shippers and jobbers in the adjoining states. Our retail members naturally and justly show a preference to the companies who advertise with us, and we strongly urge this policy of reciprocity.

For the benefit of non-members present I desire to say a few words regarding the work which we are doing. The primary object of this association is to confine the sale of domestic coal at retail to the regularly equipped dealers of the state. Coal traditions are such that this is more difficult than any other line of trade, and if it were not for an associated effort of this kind the retail coal business would soon be so demoralized that a reasonable profit would be out of the question. As one shipper expressed it, the retail coal business would amount to little more than a dray and teaming business. Now the retailer is a very important and necessary factor in the supply of domestic coal to the public. The retailer's business is legitimate and honorable, and for this reason he is entitled to a fair return of profit for his investment and labor. In order to make this profit possible an associated effort at protection is necessary. Please do not misunderstand this statement. Our association is conducted legally and we do not control nor attempt in any way to control prices, limit or stifle competition, nor perform any act which, measured by the Valentine anti-trust law, might be called in question legally. We are simply endeavoring to promote harmony and better market conditions in every honorable and legal manner. In this work the association has been extremely successful during the past year. The work which was done during the first year of our reorganization has had its effect, and as a result the number of complaints received during last year has been much less than during 1904-5. We have, however, handled a large number of trouble cases, and with very good success, failing in only a small number of cases to get relief.

The shippers in Ohio and most of the surrounding territory have, as a rule, shown their belief in our honest intentions, and in the principles for which we contend, and they have co-



operated with us in a most wholehearted way. Some of them have made some pretty direct sacrifices of business in attempts to protect the equipped dealer.

It has been the intent of the present administration to be absolutely fair and reasonable whenever cases have been reported. We believe strongly in the "square deal," idea; we believe that if a shipper makes a mistake or gets wrong and shows a desire to correct this mistake his attitude and action should be appreciated by our retail members, especially in the town affected. On the other hand, we most positively do not believe that the retailer should be forced to buy protection. He should not be asked to give nor promise to give business to any shipper in exchange for which the shipper agrees to confine his sales to the regular trade. When a shipper gets wrong, no matter what the excuse may be, it is up to that shipper to correct his mistake first. After this has been accomplished to the satisfaction of all concerned, it is then a very graceful and proper thing for the retailers who are affected to show their appreciation of the situation in a practical way.

During the past year I have discovered one or two cases where a shipper sold coal to a consumer, which I do not believe he ever intended to ship, but which he expected would give him a leverage with the regular trade in the town and practically enable him through that method to blackmail the regular dealer into buying one or more cars of coal. The shipper made the mistake, however, of trying to handle this deal through the state association, and it is enough to say that "it didn't go through." The coal was never shipped either to the consumer or the retailer who was approached.

As a general thing, however, the shippers, and particularly the shipper members, have made every effort to be "square." You should remember this during the coming season and be influenced in your business dealings accordingly.

Fair play with the shipper! Do not make arbitrary deductions because you think he can afford it or can stand for it. Do not refuse a shipment or cancel an order that you can possibly take care of. Every incident of this sort is expensive and annoying to the shipper, and his profits are not nearly as large as many of you imagine. Make your business as profitable to the shipper as possible, cause him as little expense and loss as possible, and he will appreciate your treatment and return the compliment by protecting your interests.

Regarding our membership will say that we have enrolled, during the past year, about 150 new members. In the meantime, about thirty of our members have gone out of business. We have lost but few from withdrawals, and if all of our members would pay their dues our financial condition would be comparatively easy.

Your association is in a good, healthy condition, and the past work is beginning to show results that are affecting non-members as well as members. A good many of the non-members seem to think that they can get the benefit of this protection without sharing in its support, and this is true in a measure; for the association work is either directly or indirectly affecting every town and city in Ohio. We have assisted in a good many towns to organize local exchanges and straighten out local troubles. While this is outside of the state jurisdiction, still a disinterested and non-resident party can often untangle a snarl which the local people can not handle. It is our desire to assist in every legitimate way to improve conditions and elevate the retail coal business. Following out this policy, the state association joined hands with the other trade organizations of the state and assisted in securing the passage of the railroad commission bill during the last session of the state assembly. We have also taken up the fight for ninety-six hours of free time for unloading coal. You all no doubt know that the railroads of the state recently issued orders to the effect that free time should be cut from ninety-six to forty-eight hours. Should this go into effect it would greatly simplify the work of the state association, for the reason that scalpers having no storage capacity would find it extremely difficult to receive and unload a

car within forty-eight hours. But we believe, at the same time, that the rule would work a very great hardship and cause an enormous loss in demurrage bills. We have, therefore, again joined hands with the shippers' association and will fight to a finish to secure for Ohio dealers a continuance of the ninety-six-hour unloading privilege.

In closing my year's work as your secretary I wish to take this opportunity to thank your officers and executive members for the valuable assistance which they have given me in my work and for the courteous treatment which I have received at their hands. Gentlemen, I thank you.

The sessions of Friday were chiefly devoted to addresses and discussions of various topics of interest and importance to the trade. C. B. Jenkins, of Marion, Ohio, gave an address on "The Value of Organization," and J. W. McCord, of Columbus, talked on "Car Service and Demurrage." Following these remarks there was a discussion on "The Local Coal Club: Its Possibilities and How Legally Conducted," the talk being led by Thomas T. Swearingen, of Columbus.

Mr. Jenkins, speaking of "The Value of Organization," said:

#### Address by C. B. Jenkins.

Mr. President, Ladies and Gentlemen of the Convention:—I don't believe it is a necessity for me to attempt to preach the value of organization to this company of coal men, for any gentleman present may recall the success and failures of many things and the expression is always that the success or failure is due to organization or the lack of it.

I shall be brief in what I have to say, but I hope I may say something that will find a lodgment in the hearts of association men at least, and if there be any here who are almost persuaded, they may come in, for I believe that the doors of the coal dealers' organization are always open and that now is the accepted time.

For practical illustration of this subject I wish to divide it into three divisions or classes, namely, religious, political and commercial.

The first two divisions do not bear so close as the latter one does, for as this meeting is a commercial organization, you no doubt want it from that standpoint.

But the value of organization is shown plainly in the religions of the civilized world. Catholicism is a power by reason of its great organized system of work, and every pulsation of the heart of the church at Rome sends fresh blood through the veins of the organization to the very ends of the earth.

Protestantism, the other great arm of the religion of civilization, is powerful because of the systematic methods of doing things. Take for example the great Methodist church, possibly the strongest organization in Protestantism, observe if you will its masterful organization and then you can have some idea of its success.

It is strange, yet true, that these two great arms of the Christian religion, being in some ways diametrically opposed to each other, have joined hands and today we have the Catholic and the Protestants united in possibly the strongest religious, though nonsectarian, organization in the world. I refer to the Young Men's Christian Association.

Politically, I need but refer you to a few instances in political history to convince you that organization is beneficial and that the value of it depends on the thoroughness of the organization.

When Commodore Schley saw the Spaniards dashing out of Santiago harbor he was confident of the success that followed, for every man in the great American fleet was so thoroughly drilled that scarcely a shot went astray. It demonstrated to the world the value of naval organization in our country and caused the haughtiest nations to recognize our dear old Uncle Sam as never before.

A more recent event and one more striking than our own, was the war between Russia and Japan. The Japanese were thoroughly organized while the lack of it defeated Russia. The value of organization is proven here, for it sent Oyama and Togo home as heroes and the lack

of it sent Stossell and Rojestvensky home to be courtmartialled.

Our own great political parties in almost every case attribute victory to the thoroughness of organization.

Commercial. The victories and the defeats of a commercial body are likewise attributed to the organization of such a body. But the burning question is, of what value is this organization to you coal men? Are there any operators here? If there are, I can tell you wherein it has benefited you.

It has been instrumental in making the railroads give you a "square deal," the equitable distribution of equipment and the abandonment of such abuses as were just recently unearthed by the interstate commerce commission, and the end is not yet. It has made the retail man a better customer of yours for reasons which I shall give later; and last, but not least, for you it holds annual meetings where you are as welcome as the flowers in May, and where by association with the common herd we learn that most of you at least are pretty good fellows.

The retail man says, "Where do I get any benefit out of the organization, for the Valentine law puts me in jail if I only wink at my competitor, and the most of us are from Missouri, at least on the organization business."

I promised to be brief, but I must take time to show you. First, a few faithful men in our organization (note the word few) have given ungrudgingly and kindly of their time and money to support the organization that has made it possible for you to have ninety-six hours free time in which to unload soft coal. Since March, 1904, and at this very moment, is in a struggle to prevent that time being cut to forty-eight hours. If that comes to pass you can not blame anyone but the retail coal men in Ohio, for many of them have been like sponges, never give out anything until they are squeezed, and if the free time is reduced you will be squeezed for more than one two-dollar bill for demurrage, which is the price of affiliation to the Ohio Shippers' Association, the only organization that can give you relief, and by being a member of this organization you can get its benefits for \$2.00 a year, where a direct membership costs \$10.00 for the first year and \$5.00 per year thereafter.

This organization disseminates information of various things that affect the coal trade, and is assisting dealers to start on the cash basis.

The Valentine law does not prevent you from agreeing to sell for cash, in fact that is not such a bad law as some fellows might think it was.

In Ohio there is a law that punishes me if I touch a match to my competitors' buildings and destroy them. Does any man in Ohio say I am acting in defiance of law when I try to reason with a man that is compelling me to sell coal below cost and is just as surely wrecking my business as if he applied the torch to my buildings on which I have no insurance? The Valentine law does not contemplate such a thing, but it is intended to prevent the fixing of prices arbitrarily and unreasonably.

This association will assist you to trace shortages and is endeavoring to prevent stealages by gathering such evidence and placing it in the hands of the authorities of the law. It has employed a courteous gentlemen to attend to your every want, and I have had the practical experience of knowing that if you will but tell your troubles to Mr. Cate he will quickly diagnose your case and proceed to administer the restorative.

It plans to hold an annual meeting where you can meet your friends, and enemies also, but it does endeavor to make things so pleasant that when you go home the lion and the lamb lie down together.

In fact, the value of this organization can not be measured in a few short sentences, and it does not contemplate the violation of a single statute, so, my brother, if your unfamiliar knowledge of law has frightened you and made you feel that you would be joining a trust, let me give you a law that will clear the way for you and always keep you from the violation of all laws: "Whatsoever ye would that men should do to you do ye even so to them."

The value of organization is so great that for your future guidance as to what I think we should



do is found in Joaquin Miller's beautiful poem entitled "Columbus," of which I will quote one verse:

"Behind him lay the gray Azores,  
Behind the gates of Hercules;  
Before him not the ghost of shores,  
Before him only shoreless seas.  
The good mate said: 'Now must we pray,  
For lo! the very stars are gone.  
Speak, admiral! what shall I say?'  
Why say, 'Sail on! Sail on, and on.'"

The exercises of Friday evening were in charge of the Order Kokoal and consisted of a koruskation in which a large class of valuable

recruits for the order were initiated. The koruskation was followed by a dance in the parlors of the Hotel Victory.

At the business session the following officers were elected: W. F. Voegele, president, Mansfield, Ohio; P. J. Briggs, vice-president, Columbus, Ohio; Ford R. Cate, secretary, Columbus, Ohio; W. A. Gipson, treasurer, Upper Sandusky, Ohio. Executive board: S. E. DeWolfe, Marion, Ohio; C. B. Jenkins, Marion, Ohio, and Franklin Rice, Dayton, Ohio.

The selection of the place of meeting for next year was left to the executive board, the choice probably lying between Dayton, Ohio, and a boat trip up the lakes.

## President William F. Voegele.

Prominent among the progressive and successful business men of Mansfield, Ohio, is numbered William F. Voegele, a member of the well-known firm of Voegele Brothers, dealers in coal and building material, with office in the Voegele block, on North Main street. His early home was on the other side of the Atlantic, for he was born in Stuttgart, Wurtemberg, Germany, December second, 1850, and is a son of Henry J. and Louise (Haeffner) Voegele, representatives of excellent German families. When he was four years old he accompanied the family on their emigration to America, and located in Mansfield, Ohio, where the father, who had come to this country the year previously, had prepared a home for them. Here he was engaged in mercantile pursuits until 1867, when he was accidentally killed while out hunting.

On the death of his father, William F. Voegele, though only sixteen years of age, took charge of the extensive business so suddenly left without a manager. His elder brothers were all employed, of course. He conducted the business until it was sold by the mother in 1875. Later, in connection with his brother, Fred C., he embarked in the retail coal business on a very limited scale, but success attended their efforts and the business was increased to meet the growing demands of their trade. About 1880 their brother, Albert C., was admitted to the firm, from which W. F. Voegele withdrew in 1884.

In the fall of 1883 Mr. Voegele was unanimously elected county recorder, there being no nomination made by the Republican party in opposition to him, and he assumed the duties of the office January first, 1884. He was re-elected in 1886 by a large majority, and served until January, 1890. Prior to this he had served as the chief of the Mansfield volunteer fire department in 1881, and was the first to recommend the establishment of a paid fire department, which was adopted two years later and has been the policy of the city ever since.

Mr. Voegele served two terms as assessor of what was then known as the old second ward, which embraced a quarter of the city and was strongly Republican, and he was also a member of the board of equalization of the city. He has been a life-long Democrat.

In 1890 Mr. Voegele purchased the interest of his brother, Fred C., and returned to his former business as a dealer in coal, building material, etc. This enterprise has now grown to large proportions. In 1897 the three brothers, Albert C., William F. and Charles H. Voegele, erected the Voegele block, which is a fine four-story brick structure with a basement and is sixty by one hundred feet in dimensions. The office of the coal firm is located in the block, and the remainder of the building is occupied by the wholesale confectionery business of Voegele & Dinning.

Socially Mr. Voegele is an honored member of Mansfield Lodge No. 19, I. O. O. F.; Madison Lodge No. 26, K. P., in which he has served as the secretary; and Pearl Lodge No. 23, K. of H.,

of which he is a past dictator, and is also at the present time grand dictator of the order in the state of Ohio. At the 1905 convention of the



William F. Voegele.

Ohio Coal Dealers' Association he was elected president, and was re-elected at the convention of 1906, held at Put-in-Bay last week.

As a citizen he ever stands ready to discharge any duty devolving upon him, and as a business man occupies an enviable position in the esteem of his fellow citizens. His genial, pleasing manner makes him popular, and he has a host of warm friends in the city which has so long been his home.

### Pennsylvania Coal Shipments.

The Pennsylvania Railroad Co.'s statement of the coal and coke originating on its lines east of Pittsburgh and Erie for the week ended June thirtieth, with comparisons, is as follows:

	Week end, June 30, '06.	Year to June 30, '06.	Year to July 1, '05.
Short tons—			
Anthracite coal.....	99,433	2,085,135	2,359,843
Bituminous coal.....	579,482	15,520,211	13,934,944
Coke .....	230,950	6,294,091	5,480,985
Total .....	909,865	23,900,037	21,775,772

### Batan Coal, Philippine Islands.

Various statements have been made from time to time regarding the character of the coal of the Philippine Islands. It has usually been classed as a bituminous coal. More than ordinary interest attaches, therefore, to the analysis of a sample of coal, brought to Mr. M. R. Campbell, of the United States Geological Survey from a mine near the military reservation on Batan Island. It appears to be a lignite. The sample, which is supposed to represent in general the coal of this island, was sent by Mr. Campbell to the government coal testing plant at St. Louis, where proximate and ultimate analyses and calorimeter tests of it were made by Mr. F. M. Stanton, who is in charge of the chemical laboratory of the plant.

The composition of the coal is as follows:

#### ANALYSIS OF SAMPLE OF BATAN ISLAND COAL.

Contents.	Air-dried Sample.	Sample as received.
Proximate—		
Moisture .....	7.06	22.21
Volatile combustible .....	43.94	36.77
Fixed carbon .....	43.44	36.36
Ash .....	5.56	4.65
Ultimate—		
Sulphur .....	1.36	1.14
Hydrogen .....	5.55	6.46
Carbon .....	62.91	52.66
Nitrogen .....	1.33	1.11
Oxygen .....	23.29	33.98
Ash .....	5.56	4.65
Calories .....	6,101	5,107
British thermal units .....	10,983	9,193

The calorific value of the coal as determined in a Mahler bomb calorimeter, compares very favorably with that of the New Mexico and Wyoming black lignites. The ash is moderately low, and the coal does not contain enough sulphur to impair its usefulness for steam or domestic purposes. The low percentage of moisture in the air-dried sample makes the coal difficult to classify, since it seems to lie on the borderland between what are usually called black lignites and bituminous coals. In this respect the sample resembles very strongly the lignite of Gallup, N. Mex., which also runs low in moisture.

This sample was subjected to various conditions of weathering. It had been transported in an open bag, where it was freely exposed to the weather, and apparently reached the testing plant in a condition very similar to that which it had when it was mined. The lumps showed little sign of disintegration and looked very much like bituminous coal. Upon exposure in the dry atmosphere of a steam heated room, the lumps rapidly crumbled, and the fracture produced in breaking up was the characteristic fracture of lignites. In other words, the coal did not break in regular prisms, as is the case where it suffers mechanical breaking down; but the fracture was irregular, apparently without control by the joint planes or bedding.

Judged by the results of these tests, both chemical and physical, the Batan Island coal appears to be a fairly high grade black lignite and can not be classed as a bituminous coal.

H. C. BROWN.

U. S. Geological Survey.

### June Anthracite Production.

June production of anthracite coal represented by the traffic of the carrying roads was 5,676,018 tons, the second highest output of the year, but under last June. For six months the output of 25,585,801 compares with 30,716,997 tons last year.

The shipments of anthracite coal by months for the last four years compare as follows:

	1906.	1905.	1904.	1903.
January ...	5,458,048	4,408,578	4,134,245	5,964,950
February ..	4,712,099	3,922,609	4,326,260	5,070,608
March .....	5,745,868	5,258,537	4,375,033	5,211,460
April .....	488,203	5,278,401	5,407,786	5,044,998
May .....	3,254,230	5,844,052	5,728,795	5,156,449
June .....	5,676,018	5,844,052	5,728,795	5,430,497
	25,134,466	30,556,229	29,700,914	31,884,952

We are much pleased with your publication, and believe that every progressive coal dealer should be a subscriber. We consider it the best of its kind.—S. E. Tilton & Son, Prairie Depot, Ohio.



## First Pow-Wow of the Kokoals a Great Success.

Wednesday, July eleventh, 1906, will go down into history as a red-letter day for that rapidly growing organization the Kokoals. The first annual pow wow was an unqualified success and the officers who guided the destiny of this organization through its first year's trials have every reason to be proud of their culminating effort.

The pow wow was called to order in the banquet hall of the Auditorium by Modoc Barclay and representatives from a dozen states answered the roll-call. An eloquent address of welcome was delivered by Mr. C. L. Dering and the response was made by Modoc Barclay.

The Pictor's annual report was an interesting document, as it was practically a history of the

the first Koruskation and initiation was held in Chicago. And yet in this brief space of time it has become a national organization with a membership scattered through twenty-one states, extending from Kansas and Nebraska in the west to Massachusetts and New Hampshire in the east, and from Canada in the north to Georgia and Tennessee in the south.

The membership by states in numerical order is as follows: Illinois, 221; Minnesota, 136; New York, 91; Michigan, 80; Iowa, 60; Wisconsin, 57; Pennsylvania, 48; Ohio, 45; Connecticut, 44; Indiana, 33; Massachusetts, 23; Canada 20; Missouri, 13; Kansas, 12; Nebraska, 4; New Hampshire, 2; Oklahoma, 1; South Dakota, 1; North Dakota, 1; Tennessee, 1; Georgia, 1.

general call to all traveling coal salesmen to meet at the same place on October fourteenth for the purpose of perfecting the organization.

In response to this call forty-seven attended the meeting on October fourteenth, while letters were read from over thirty others expressing approval of the plan and a desire to be counted in on anything that was done.

After informal discussion it was voted to proceed with the organization, after which the present constitution and by-laws were adopted section by section.

Suggestions for a name were called for, but as there was such a wide difference of opinion, a committee of five was formally appointed to suggest three names from which the convention



Waiting for the First Course at the Auditorium Banquet.

organization from the first meeting, which was held on October fourteenth, 1905, up to the first pow wow.

### Annual Report of the Pictor.

Brother Kokoals:—Reports and statistics are generally dry and tiresome, but if it be true that a story of success is always interesting, then the history of what the Order Kokoal has accomplished in less than a year of existence should not be a bore to you.

A year ago Kokoal was unplanned and unthought of, although a few of us had dreamed and hoped to see the day when some such organization might be formed in the coal trade.

For while this is the first annual pow wow, it is only nine months since the Order Kokoal was organized, and only eight months tonight since

The Order Kokoal is the development of an idea for which we have to thank our brothers in the lumber trade, whose wonderfully successful House of Hoo Hoo we have been able to pattern after, and with so much success that they are already proud to acknowledge us as their baby.

Members of the coal trade had watched Hoo Hoo and wondered why they couldn't have a similar organization, but the first tangible step toward the Order Kokoal came on September second, 1905, when, in response to a call sent out by your present Pictor, Messrs. George M. Barclay, J. B. Foster, H. B. DePuy, Paul F. Irwin, H. K. McCullough, J. N. McCabe, M. M. Morrow, Arthur M. Hull and Elmer Martin met at the Great Northern Hotel in Chicago, and after electing Mr. Barclay as temporary chairman and Mr. Hull temporary secretary, voted to issue a

should choose. This was done and the name Order Kokoal was unanimously adopted, as was also the committee's suggestion in regard to the pin and Modoc Barclay's suggestion for the motto, "Come on and lift," which has become such a familiar and popular slogan in the coal trade.

The present officers were then elected, after which it was voted that the charter list should comprise those who paid their dues previous to November first, provided they were present at the organization meeting or had already written in agreeing to abide by the vote of those attending the meeting.

Such in brief is the story of how Kokoal came to be. Its rapid growth since that time is more or less familiar to all of you. From the outset we have indeed been fortunate in securing the active co-operation and enthusiastic support of



many of the leading coal men in different sections, and I defy any one to pick a more representative set of men out of the various branches of the coal trade than is embraced in the first 1,000 members of the Order Kokoal.

Naturally this has added greatly in giving the organization prestige and standing, and as you know the O. K. pin is now generally looked upon in the coal trade as a mark of honor and a badge of distinction.

I doubt if any similar organization has ever met with such a remarkable growth. During the eight months thirty-three Koruskations have been held in twenty-one different cities, located in thirteen various states and classes entered for membership as follows:

1905.		
October 14—Chicago, Ill.	75	Charter List
November 11—Chicago, Ill.	38	Initiated
December 2—Rockford, Ill.	20	Initiated
December 14—Milwaukee, Wis.	69	Initiated
December 14—New Haven, Conn.	11	Initiated
December 28—Chicago, Ill.	16	Initiated
December 29—Buffalo, N. Y.	12	Initiated
1906.		
January 6—Cleveland, Ohio	6	Initiated
January 17—Pittsburg, Pa.	31	Initiated
January 17—Springfield, Mass.	10	Initiated
January 18—Indianapolis, Ind.	3	Initiated
January 18—Minneapolis, Minn.	42	Initiated
January 19—Buffalo, N. Y.	16	Initiated
January 31—New Haven, Conn.	20	Initiated
February 2—Cleveland, Ohio	6	Initiated
February 8—Cedar Rapids, Iowa	39	Initiated
February 15—Chicago, Ill.	15	Initiated
February 15—Pittsburg, Pa.	11	Initiated
March 12—Pittsburg, Pa.	3	Initiated
March 16—Grand Rapids, Mich.	50	Initiated
March 17—Ann Arbor, Mich.	10	Initiated
March 23—Buffalo, N. Y.	25	Initiated
March 29—St. Paul, Minn.	37	Initiated
April 12—Chicago, Ill.	31	Initiated
April 12—New York City, N. Y.	50	Initiated
April 20—Hartford, Conn.	15	Initiated
May 25—Springfield, Mass.	9	Initiated
June 6—Fort Wayne, Ind.	64	Initiated
June 14—Rock Island, Ill.	44	Initiated
June 19—St. Paul, Minn.	60	Initiated
June 20—Burlington, Vt.	14	Initiated
June 21—Kansas City, Mo.	22	Initiated
July 6—Put-in-Bay, Ohio	20	Initiated

In addition to the above, who have been duly initiated, there are considerably over a hundred applications on file from different cities who are awaiting an opportunity to attend a Koruskation, take the obligation and become lifters, so that you will see for a youngster Kokoal is in a decidedly healthy condition.

Naturally this gratifying progress in such a few months' time has taken a great deal of work, particularly so as it has spread over such a wide territory, and your Pictor desires at this time to publicly thank his associates of the Eleven Sentries, together with the various Skouts and other enthusiastic Kokoals who have taken such a great interest in the order, and, who have at all times been so willing to do everything in their power to get the Order Kokoal started in their respective localities and who have helped to pull off such uniformly successful Koruskations.

There has, of course, been a vast amount of detail in arranging the various Koruskations, made especially hard because we have had no precedents to guide us, but we have been unusually fortunate in finding every one willing to "Come on and lift" and perfectly willing to overlook any crudities or hitches in the exemplification of the degree work.

In fact, if anything our order has grown too fast. That is, it has taken all the spare time, and with some of us more than our spare time, to perfect systems for the proper handling of the affairs of the order in all sections and render the necessary aid and assistance in rounding up the initial classes in the different cities before the enthusiasm should begin to wane.

In addition to this it has been necessary for the Eleven Sentries to make rules that would suit the conditions and meet the ideas of those in different sections, so far as the constitution would allow them. This also has taken much thought, for, as is well known, where there are a thousand men you are more than apt to find a thousand different ideas, but we have been singularly fortunate in meeting a broadminded spirit wherever Kokoal has gone, and the members have invariably shown themselves to be boosters in every sense of the word.

Your Sentries believe they have succeeded in laying a good, broad, strong foundation for the Order Kokoal, and that coming years will see it grow even more rapidly than in the past, until it is the most potent and influential factor for good that there is in the coal trade.

While Kokoal's prime object is good fellowship,

there is the underlying principle of square dealing and honorable business transactions which can not fail to make it a permanent and lasting force.

Again thanking you most cordially for your many courtesies and kindnesses toward me while holding the office of Pictor, I sincerely hope you will be equally good to my successor, for without your enthusiastic support he will not be able to make the showing of progress which you will be anxious to hear at the next pow wow.

RECEIPTS.

To 894 initiation fees	\$3,674.34
To 894 annual dues	1,045.98
To subscription for band at Cedar Rapids, Iowa, February 3, 1906	29.00
To subscription for San Francisco relief fund.	135.00
To suppers for old members, Springfield, Mass., Koruskation	15.00
To duplicate pins and badges	15.35
To miscellaneous receipts	35.74
Total receipts	\$4,950.41

DISBURSEMENTS.

Out of this money has been paid the expenses of calling and holding 34 Koruskations in 21 different cities, including the customary luncheons and entertainments; the cost of the pins and badges, printed matter and postage, four sets of paraphernalia and the other expenses of the order, as covered by vouchers Nos. 1 to 135 on file in the Pictor's office, which have been duly approved by your Modoc Mazumer and Gazook to the amount of		\$4,774.34
Leaving a balance to the credit of the order of		\$ 176.07
As will be seen by the above, our finances are in a good healthy condition. Naturally the first		



The New Modoc—A. O. Tandy.

year of any organization is the most trying, particularly from a financial point of view. We have had no precedents to serve as a guide in the way of estimating expenses, while the preliminary work of getting initial classes rounded up and the order formally launched in new territories has taken money, we have been especially fortunate in being able to keep our general expenditures remarkably low. Every Koruskation held by the Order Kokoal has shown a balance on the right side of the ledger. When it is taken into consideration how many other new organizations have considered themselves fortunate if only a small deficit was shown, the unparalleled growth of Kokoal will be the better appreciated.

Election of Officers.

The nominating committee made a wise selection of candidates and from a geographical standpoint the selection could not be improved upon, as the offices were scattered from Minnesota to Connecticut. The following officers were elected by a unanimous vote:

- Modoc—A. O. Tandy, Chicago.
- Baron—Pratt Thompson, New Haven, Conn.
- Baroncl—H. W. Shadle, St. Paul, Minn.
- Baronet—W. G. Conkright, Pittsburg.
- Pictor—Arthur M. Hull, Chicago.
- Mazumer—Chas. E. Lester, New York city.
- Gazook—D. L. Tuttle, Buffalo, N. Y.
- Pitboss—A. B. Knowlson, Grand Rapids, Mich.

Acolyte—A. L. Langtry, Milwaukee.  
Swatta—Frank Gable, Cedar Rapids, Iowa.  
Spotta—Ford R. Cate, Columbus, Ohio.  
The new leader of the Kokoals, A. O. Tandy, has been identified with the coal trade for the past fourteen years, and was secretary of the old Chicago Coal Exchange for four consecutive terms. Mr. Tandy was born in Pike county, Illinois, October eighteenth, 1873, and is the son of Dr. T. S. Tandy, who was prominently identified with the Wabash railroad in its early days. His first business experience was as editor and manager of the *Cameron Vindicator*, a weekly and daily newspaper published at Cameron, Mo. Tiring of newspaper work, he sold his paper and came to Chicago, where he cast his lot with the Island Coal Co. After a short time he was made manager of that company and occupied this position for ten years. He also became interested in the retail concern of Ogle, Hubbard & Tandy, and was manager of their yards on the west side. When the Vandalia Coal Co. was organized that combination took over the Island Coal Co. and the plant of Ogle, Hubbard & Tandy, and Mr. Tandy was appointed northwestern manager, with headquarters in the Monadnock building, Chicago. With his wide acquaintance in the trade and the experience he gained while connected with the Chicago Coal Exchange he should prove a wise and able leader for the Kokoals during the next year.

Kokoal Notes.

In the evening a koruskation was held and twenty-two members added to the list. The koruskation was well attended and over one hundred members enjoyed the initiation ceremonies and the banquet which followed. The following is a list of the new members admitted at the koruskation: P. C. Richard, David Reid, J. M. Wells, Sidney P. Hostler, Ray B. Hammond, Henry E. Daniels, George W. Reed, W. J. Dillon, Morton Otis, J. C. Smith, W. H. McCoy, Harley A. Huskey, Addison W. Kelly, W. D. Preston, Henry Gooley, A. K. Mordue, Joseph Leiter, Leslie Mullen, C. H. Jones, Arthur J. Knowles, C. B. Ebbert and Eugene Ambler.

The next pow wow will be in Pittsburg on the eleventh day of the seventh month. It's up to the Smoky City aggregation to get busy.

The newly elected eleven sentries were not able to meet on Thursday, as only two were in the city. The appointment of scouts will be made later, and the recommendation of the sentry will probably determine the selection of the scout for his territory.

A. Rumpler, representing the Luhrig Coal Co. at Indianapolis, is one of the energetic braves of the Hoosier State and he hopes to get a class together of at least twenty-five at an early date.

In behalf of the Black Diamond team E. M. Sands issued a challenge to the Pittsburgers for a game of baseball to be played during the next annual pow wow.

A knocker is a fellow who is not able to keep up with the times and is mad about it. The object of the Kokoals is to bring this sort into the folds, and when he gets in he can not help but see he is fighting himself harder than he is any one else. A hard knocker generally makes a good booster.

The Welsh Coal Market.

Hull, Blyth & Co., of London and Cardiff, under date of June twenty-seventh, report the Welsh coal market as follows: Supplies continue scarce and the market is firm.

Best Welsh steam coal	\$4.14	Seconds	\$3.66
Seconds	3.96	Best small steam coal	2.64
Thirds	3.78	Seconds	2.52
Dry coals	3.42	Other sorts	2.40
Best Monmouthshire	3.90		

The above prices for Cardiff coal are all f. o. b. Cardiff, Penarth or Barry, while those for Monmouthshire descriptions are f. o. b. Newport, both exclusive of wharfage, but inclusive of export duty, and are for cash in thirty days, less 2½ per cent discount.

Freight market—There is no change. Rates are steady in all directions.

Gibraltar	\$1.38	Aden	\$2.16
Malta	1.20	Colombo	2.40
Algiers	1.45	Singapore	2.64
Marseilles	1.50	Sabang	2.52
Genoa	1.32	Las Palmas	1.56
Naples	1.32	St. Vincent	1.68
Port Said	1.20	Rio	3.12
Constantinople	1.38	Santos	3.36
St. Lucia	1.86	Buenos Ayres	3.36



## Reports from Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND.  
NEW YORK, July 12.

While the anthracite trade was curtailed the past week, both in production and in the amount of business transacted, by the intervention of the holiday, it is slightly improved at this time, now that things are getting back again to normal conditions. That the usual amount of business is being done in comparison with former years is indicated by the shipments for the month of June, which were 5,676,018 tons, only a little under the corresponding month of last year, giving an average production from the mines, although not up to their full capacity.

The output for the first six months of the year is, however, 5,331,196 tons below that of last year during the same period of time, which is estimated as being more than enough to offset the excess stocks held in dealers' and consumers' hands from the purchases made against a strike. This augurs favorably for a good fall and winter trade, which is also evidenced by the fact that the tonnage produced since the suspension has been entirely absorbed, there being none of it in stock.

The development of orders so far this month is quite encouraging from what was anticipated, most shippers reporting enough business to provide for the coal coming forward, and the tonnage is moving off without interruption.

Another feature of the market that was expected to occur with the advance on the first of the month was the cancelling of orders that were not shipped during June at the then current prices, but this did not become effective to any extent, most of these June orders being renewed at the July price and insisting on delivery. This is particularly true of the all rail trade, which, according to past experience, is more uncertain in its maintenance because of a frequent duplication of orders in different shippers' hands. On this account it seemed to be a foregone conclusion that when the requirements had been furnished from one of the sources the others would be turned down, as the change in price schedule became effective.

This was not proven to be the case, rather evidencing that the supplies of coal in stock on this class of trade are not yet up to the amount they desire. Regular orders are coming in from it, and it is now looked upon as one of the most reliable sources of business for the summer months, which are usually dull, especially at the tidewater ports. Owing to this status, the all-rail trade is receiving more attention at this

time and may in the future be placed in the same class of importance as the tide shipments.

New York harbor trade is inclined to be light, dealers making but small deliveries from their yards, which is usual during the heated term, and a considerable proportion of the stock they acquired earlier in the season remains unshipped. This is having its effect upon the discharging of the coal as it reaches the shipping port. While the demand from the sound and further eastern points has also become lighter it is not improving conditions for shippers, though the demand for coal in other localities prevents any accumulation at the loading ports, and keeps the market strong.

The heavier shipments are now going further west to more distant all-rail points that have heretofore received but little coal. There is a good demand for tonnage from localities west and north from the mines, these requiring box cars, which are, however, not always available.

The difficulty in securing sufficient labor to load them is also delaying this trade considerably. Mines are in sufficient number for the full equipment of all mines, but outside labor is very short, interfering in the movement of coal as above stated.

The steam grades are the only sizes that are inclined to be heavy by a lack of demand, though this does not include pea coal, which continues active and is in cases short of what is needed.

### Slight Improvement in Bituminous Trade.

The Atlantic seaboard bituminous coal trade is reported in some quarters as being improved, while other localities view the situation as unchanged from the recent period of dullness. It may be slightly affected in some directions, by the low ocean freights prevailing, and we know of certain people taking advantage of the rate now ruling. This is not general, yet it helps to tide over the dull period, until the fall business again sets in. Trade when it comes is likely to be of a sporadic character, coming only in spurts for the next two months.

This is having its effect upon the mines, and in instances the production from them is being reduced to a point where it is a question of holding the men at work by the individual colliery owners. Operation will probably continue on this basis until the fall demand appears.

Light draught ports are taking about their monthly proportions of coal, recognizing the advance in ocean freights that will take place

later in the season, and the accompanying difficulty to secure available vessels by reason of the high outside freights quoted. Indeed, already the demand for craft on outside freights, both to go east and west, is producing a scarcity of the lighter draught vessels and making the ocean freights stronger than they otherwise would be.

There are no general embargoes on at the shipping ports in New York harbor, as was the case a week ago, and the stocks at the then affected ports are thought to have been reduced, as the policy of the transportation companies is to restore shippers to good standing as they release the coal from cars. There are still some individual shippers embargoed at Port Reading. It is evident that this coal has not been moved, and it apparently is unprovided for as yet.

### Little Change in Bituminous Prices.

Prices, however, have shown no change and the better grades continue to bring from \$2.60 to \$2.75 and the West Virginia steam coals about \$2.40 f. o. b. the shipping ports in this harbor.

The labor situation in central Pennsylvania is reaching a critical period and some action may be taken during the current week, enabling the men to return to work. As the result of propositions being presented by both sides to the controversy during the past week, following the meeting held in Philadelphia by the operators, something definite is almost sure to be determined on.

Trade in the far east is taking on a little more coal than it was, but is not of an amount to make it material. Shoal water ports are more active than those having deep water. The stock of coal in hand does not appear to be as much reduced as one would expect, but it has no doubt been increased by an occasional cargo now and then accepted under pressure, which probably accounts for the slow depletion of stocks.

Business along the sound is very quiet, and the disposition of the trade is to take its coal all rail instead of by tidewater. The coastwise vessel market does not show a full supply of craft and rates are firmer. We quote from Philadelphia as follows: Boston, Salem and Portland, 60@70c; to the sound, 55c; Lynn, 80c; Newburyport and Bangor, 80@85c; Portsmouth, 70@75c; Bath, 70c; Saco and Gardiner, 90c and towage.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, July 13.—Quite naturally the week has been one of the duller in the anthracite trade recorded in a long time. Some of the big companies were closed down for the entire week of the Fourth of July, and the result is a decrease in not only the output, but in the amount forwarded from the mines. As no one is particularly anxious to talk business, the reduction in the volume of receipts is not considered seriously.

The most important event of the week in local circles was the excursion of the Delaware, Lackawanna & Western to the mines. After spending the day in Buffalo, inspecting coal dock facilities and making a trip out to Cheektowaga to look over the longest coal trestle in the world, a large party of members of the Canadian Retail Coal Dealers' Association departed on Tuesday evening. The party, which was in charge of D. E. Russell, general northern sales agent of the Lackawanna Coal Co. here, will inspect the anthracite mines owned by the company and points of interest along the route. The party is expected to return to Buffalo on Saturday.

Among the local coal men who went on the trip were D. L. Tuttle, sales agent of the Philadelphia & Reading Coal & Iron Co.; William T. Roberts, general sales agent of the Erie; W. E. Dowle, assistant general freight agent of the

Lackawanna; Col. J. H. Horton, former northern sales agent of the Lehigh Valley Coal Co., and several retail dealers. A most enjoyable trip is promised, for the Lackawanna people are liberal entertainers.

There was practically no change in the quantity of coal forwarded by lake as compared with the previous week. The total was only 65,875 tons, distributed as follows: Milwaukee, 15,200; Bay City, 1,000; Port Huron, 600; Sheboygan, 3,600; Chicago, 29,190; Duluth, 8,100; Green Bay, 1,060; Superior, 2,500; Waukegan, 2,300; Depere, 900; Cleveland, 1,200; Penitauqueshine, 225 tons. Chicago this week gets the bulk of the forwarding, the amount reaching almost one-half of the total shipment.

Buffalo sales agents speak confidently of a good fall business. They are assured that the dealers who stocked up heavily in anticipation of a strike have unloaded a good portion of the holdings and will soon be coming into the market for a new supply. It will be a week yet before the usual last of the month rush begins. In the meantime, holdover orders from June are being filled, though in some cases these orders have been canceled. Taken altogether, however, the month will not be far behind the average holiday season. Nobody ever counts on great activity at this time of the year. Local retail trade is as dead as the

proverbial door nail, and the dealers are taking advantage of the fact to enjoy their annual vacations.

In the bituminous market prices continue firm, Pittsburg being strong at \$1.05 at the mines and \$2.50 at the bridge for mine-run. It is stated that some of the dealers are asking from five to ten cents more in some cases and are getting it. It is also reported that some of the parties who handle Pittsburg coal are declining to take new orders, the present contracts held by them being all they see their way clear to handle. So it would appear that there is some foundation for the opinion expressed by the bituminous coal dealers, that the market not only has an upward tendency, but is pretty certain to advance materially in the near future.

In the River district some gain in the number of men at work in the mines is reported. It was feared the holiday vacation would operate against the mine owners, but the men who had been employed came back promptly, and even more men are at present at work than were employed on the first of the month.

F. A. Delano, president of the Wabash, is in the city this week in the interest of his road in its relation to the terminal site recently purchased by the Wabash from the city of Buffalo. While the air is filled with rumors as to the probable



intention of that corporation, it is pretty reasonable to suppose that the prime purpose of the road in acquiring the extensive property secured is to make provision for the handling of its freight business. While positive statements have been made from time to time that a big passenger station was contemplated, Mr. Delano would not admit that there was a certainty of such use being made of the property.

Invitations have been issued for the annual outing of coal operators, which takes place on Saturday of this week. It will include a trip down the Niagara river, around Grand Island, with dinner en route. The invitations have been sent to about two hundred prominent coal men scattered all over the country, including several of the most active operators in the Pennsylvania districts. Last year there was an attendance of 150 bright lights in the business. Promoters of this annual event, which has come to be looked forward to with great anticipation, are E. L. Hedstrom, H. K. Wick & Co., Frank Williams & Co., William T. Roberts. Much of the responsibility of the affair will rest upon the broad shoulders of E. G. Roberts, of the Hedstrom company.

### The New England Trade.

BOSTON, MASS., July 12.—(*Special Correspondence*.)—While the anthracite coal trade continues quiet, the receipts at this port, according to the figures of the Boston Chamber of Commerce, show that the usual tonnage has been taken by the trade here. The June tonnage aggregated 190,089 tons, an increase of only thirty-six tons over the same month last year; for the six months past the receipts were 785,970 tons, a decrease of 202,597 tons from last year for the corresponding period. According to these figures there must still remain an amount of business in this market that will become available to shippers as the season advances, being merely delayed by individual causes.

The trade reports for the current month's purchases, seem to indicate that a fair amount of business will develop, as already there is enough in hand to cover the shipments contracted for by the wholesale houses. The really dull feature at the moment, is the lack of demand at retail, which has fallen off to a great extent, by reason of the consumers being away from their city homes and those remaining having bought their coal at an earlier period. This shortage of orders is not, however, affecting the dealers in the way of reducing their purchases at wholesale, as with greater activity anticipated in the fall months, they are figuring to put in enough coal to tide them over that period in order to reduce the average cost on their total supply. The all-rail demand is comparatively good and is apparently in need of all that has been ordered up to this time. There were few cancellations of orders on the first of the month and quite a number of new ones have since come in, giving this class of trade a very hopeful aspect as to its future.

#### Bituminous Market Holding Firm.

No new features have developed in bituminous coal circles, and the trade generally is working along on old stocks, showing little concern about future supplies. What tonnage is being shipped to these ports is chiefly on season contracts and in most cases has to be urged. Consumers, although obligated to take regular monthly allotments, are seemingly making no effort to take on the coal, regardless of the fact that they must now have room after a three months' consumption of their stock, but as yet they are not willing to accept consignments of cargoes. Light draught ports are more active and are increasing their orders as suitable vessels can be provided for them.

At the deepwater discharging ports the reverse conditions prevail, and it is greatly feared that when they send orders in later in the month there will be a dearth of vessels. These having already been accepted, outside freights and ocean freights will be advanced accordingly. All mining fields contributing coal to the coastwise trade are reducing their production from the mines, with the result that conditions at the shipping ports are much easier and the stocks accumulated there have been to a great extent released. The vessel market is not so well supplied with craft as it was and rates are firm. The lower ports are 60@70c; New York, 50@60c.

### The Philadelphia Coal Trade.

PHILADELPHIA, PA., July 12.—(*Special Correspondence*.)—A good tone pervades the anthracite market, and the demand, while not active, is of a sufficient amount to take what coal is assigned for this territory. Orders remaining unfilled at the end of June were generally renewed at the July circular prices and this extension of old business is good evidence that the trade is by no means filled up yet. There is also a fair development of new business that is demanding prompt shipment, no doubt with the view of getting the coal in before prices again advance.

It is believed that a considerable proportion of the tonnage being called for at the current delivery price is to take advantage of the twenty cents discount and that most of this coal will be put in stock for future use. The demand at retail is naturally quiet with many of the householders away and those remaining showing little concern in fuel at this time. This enables the dealer to replenish his stock at the lowest figures possible before September first when those dependent on schools return from their vacations, making this period the usual commencement of the fall demand. The movement of coal from the mines is large and continues on about the same basis as last month, though it is all absorbed through the various channels in which it is distributed with no accumulations at any point up to the present. The line trade proper is still the most active and receiving the closest attention by shippers to provide the necessary requirements. At tidewater things have quieted down to an extent on the regular trade, but the demand for shoal-water port shipment is quite good.

#### Little Change in Bituminous Situation.

There is no change of importance to note in the bituminous coal trade from that prevailing a week ago, and but little business is being transacted. In a few individual cases where producers have made arrangements to supply the customers of the operators whose mines are idle, giving them this additional tonnage, they are moving considerable coal and in a few instances these shippers report that June was the best month of the year with them. This will, of course, continue while the miners in district number two remain on strike, and may increase as the season advances, with stocks being further reduced. The opinion, however, prevails that some radical steps will be taken during the current week to get the men to return to work. Whether this will be on the open shop or a modified condition of it has not yet been determined.

The agreement of the operators to stand together on the open shop until after July first has now expired and still the men hold their ground, while several additional coal companies have signed the union scale. It is reported that an arrangement has been reached between a union official and one of the operators whereby the differences can be settled and with the meetings scheduled later in the week it is now believed the men will go to work on July sixteenth.

### The Baltimore Shipping Trade.

BALTIMORE, MD., July 12.—(*Special Correspondence*.)—The bituminous situation here is certainly not altogether satisfactory, but the trade still takes satisfaction out of the reflection that it might be worse; that it was worse last year at the same time as a matter of fact. While there is still a big movement by tidewater, the market as a whole is decidedly flat and the prices are on the ragged edge, so to speak.

The present somewhat complicated situation in the Clearfield district, where only a part of the men have been taken back, and where even some of those interests that have reached an agreement are not working by any means on full time, is of considerable interest. A gentleman who recently returned from the region had some deductions to draw.

#### Effect of Long Clearfield Suspension.

"The fact that the Clearfield people have not gone back has held the market up to where it is at present," he said. "Most of the big consumers have stocks on hand which they accumulated during the time of threats of strike troubles, and until more of this surplus coal is worked off a flat market is to be expected. I rather believe that the men could be put back to work at any time desired by the operating interests of the

section, but at present such a move would do no good and would probably result in considerable harm. If the section were working full, this product on the market would have an increased depressing effect. At present the concerns interested in the district can buy what coal they need outside at a cost but slightly more than it would require to mine it themselves, and still make a profit without striking a blow at the market generally. Put the Clearfield coal out now in competition with Myersdale and West Virginia and something would happen. Under such conditions I would not be surprised to see low grade coals offering as low as fifty cents."

Prices certainly are not even now at the best. For instance, it is reported that there were offerings of inferior grade coals in bulk at the mines of eighty-five cents. The prevailing rate is about ninety cents for the lesser grades, however, about \$1 to \$1.25 for some of the better grades, and on up to \$1.50 for the Georges Creek product.

Mr. J. H. Wheelwright, of the Consolidation Coal Co., who has just returned from a European trip, says that he finds industrial conditions here upon his return highly encouraging, and sees a fine future for bituminous coal, both from the standpoint of the amount to be consumed and the prices to be obtained.

President Winslow S. Pierce, of the Western Maryland railroad, who recently returned to Baltimore after an inspection trip over that road, has had some trouble with federal authorities. The captain of his yacht, the Gondreda, it seems, failed to take out necessary papers in bringing the pleasure craft from New York to Baltimore, and it cost Mr. Pierce a fine of \$100.

#### Business Prosperous on Western Maryland.

The Western Maryland railroad is experiencing the most prosperous era in its history, and to meet the increasing business it has just ordered twenty-five more locomotives from the Baldwin Locomotive Works, for delivery in December. Nine extra locomotives have been leased also to provide motive power.

The anthracite trade here is running along in about the same way as it has for several weeks. The demand is but fair, and the stock on hand sufficient to prevent any general push for the fuel by the dealers. The lessened production of July does not seem to have any material effect from a strictly local viewpoint.

The annual excursion of the Baker-Whitley Coal Co. to its clerks and heads of departments was held last Saturday. The big sea tug Britannia, Capt. Alonzo Dunn, took the party to Chesapeake Beach, where a royal good time was had.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows:

The freight market during the past week was featureless, the only export coal fixtures being the charters of steamer "Urania," 1,579 tons register, Norfolk to Havana at \$1.25 or \$1.35, according to time of loading, with 300 tons discharge, and steamer "Axminster," 1,231 tons register, Philadelphia to Havana at \$1.35, with 350 tons discharge.

A number of the boats that were recently inquiring for coals have been absorbed by other trades, but there are still a few boats willing to accept favorable freight rates on coals, principally for July loading.

Within the past few days an inquiry for grain tonnage for August and later loading has sprung up, and should this develop into real business, the freight market will undoubtedly reach a higher level in the near future.

We would quote freight rates by steamer as follows: \$1.30@1.35 to Havana or Matanzas; \$1.75@1.85 to Cardenas or Sagua; \$1.50@1.55 to Cienfuegos; \$1.60@1.65 to Daiquiri; \$1.75 to Santiago; \$1.65@1.70 to Colon; \$1.80 to Port of Spain, Trinidad; \$1.70@1.75 to St. Lucia; \$1.50 to St. Thomas; \$1.75 to Barbados; \$1.60 @1.70 to Kingston; \$1.35@1.40 and port charge to Curacao; \$2.45@2.50 to Demerara; \$1.75@1.85 to Bermuda; \$1.50 to Vera Cruz; \$1.60 to Tampico; 15@16s to Buenos Ayres; 16@17s to Rosario; 14@15s to Rio; 16@17s to Santos; 9@10s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$5.25 and discharged to Manila; \$5.75@6.00 to Japanese ports.



## Eastern General and Personal Notes.

C. C. Harris, of Geo. D. Harris & Co., New York, left on Tuesday, prior to the Fourth, for Fort Edward, N. Y., on a three weeks' vacation.

F. W. Rodisch, of Hite & Rafetto, Philadelphia, was in New York during the week on a business trip, and incidentally called upon some of his friends while in the city.

H. A. Sweet, connected with the steamship department of Peale, Peacock & Kerr, New York, left on Saturday last for Narragansett, R. I., where he will spend a two weeks' vacation.

A. S. McQueen, New York manager of the Blaine Coal Co., returned the first of the week from a visit to his mother at Toronto, Canada, his former home, where he had enjoyed a short vacation.

Robert Gordon, senior member of Robert Gordon & Son, New York, N. Y., accompanied by his daughter Miss Margaret, who went abroad on June thirtieth, expect to remain in Europe during the entire summer.

Commissioner J. Samuel Smoot, of the Coal Merchants' Association of New York, accompanied by Mrs. Smoot, have engaged quarters at the Wellington, Asbury Park, N. J., where they will reside during the summer months.

The Van R. Swezey Coal & Lumber Co., Bayside, L. I., has been incorporated with a capital stock of \$40,000. The directors of the company are Van R. Swezey, Bayside; G. H. Swezey and S. E. Swezey, Yaphank.

Charles Russell Oliver, proprietor of the Oliver coal pockets, died at his home in Rahway, N. J., on Tuesday of last week. He was born in 1843, and served with the Sixth New York (Bramhall) battery from 1861 until 1864. Mr. Oliver was active in charitable work.

In order to facilitate its increased coal business, since taking over the Weehawken, N. J., pockets, H. L. Herbert & Co. have established an office at 627 West Forty-second street. In so doing the company will come in closer contact with the trade controlled by these deliveries.

Lucien Hill, eastern manager of the United Coal Co., at New York, is spending the summer as the guest of his sister, Mrs. W. S. Kuhn, at Southampton, L. I. Mr. Hill having the use of an automobile through the courtesy of Mrs. Kuhn, he will spend his time away from business very agreeably.

William C. Bullitt, of the well known firm of Castner, Curran & Bullitt, Philadelphia, sailed on the steamship Celtic on Friday, July thirteenth, from New York for Liverpool, accompanied by Mrs. Bullitt. Mr. Bullitt will also visit the continent while abroad and expects to be away for about two months.

Ralph Neilson, New York sales agent for the Loyal Hanna Coal & Coke Co., returned to his office on Monday of this week, after spending the national holiday and the week's end with his mother at Philadelphia, and also renewing former associations. Mr. Neilson does not often find time to absent himself from business for any protracted period.

The anthracite shipments for June amounted to 5,676,018 tons, as compared with 5,844,052 tons for the same month in 1905, a decrease of 168,034 tons. This is, nevertheless, a large tonnage, considering the backward conditions under which the operators have been laboring, following the resumption of the mines. This makes the total shipment for the first six months of the year aggregate 25,334,466 tons, as compared with 30,716,997 tons for the same period last year, a decrease of 5,382,531 tons for the corresponding period.

Nicholas W. Anthony, president of the North American Coal Co., New York, has entered into a copartnership under the firm name of Waterman, Anthony & Co., for the purpose of conducting a general banking and brokerage business, with offices in the Commercial Cable Build-

ing Annex, 67 Exchange Place, New York. The other members of the firm are E. D. Morgan Waterman, member of the New York Stock Exchange, and Carl A. Clemons, member of the New York Cotton Exchange. Mr. Anthony took up active duties with the new firm on the first of the month, making his headquarters at their offices. Though he will retain, as president, the management of the coal company, he will leave the details of the business to his brother, who is interested, and the office staff.

H. W. Henry, general coal agent of the New York Central railway, New York, returned on Monday after spending two weeks' vacation at his parents' home, Rochester, Vt. Mr. Henry is too fond of fishing to take the rest cure for rejuvenating, and much prefers going after the speckled tribe, which he did, it is said, with good success. All the streams in that locality have enough trout to afford some good sport, though they are not large, but when one secures eighteen pounds for a morning's catch, as he did, it indicates that he has made a big haul.

The Wilkesbarre & Scranton Coal Co., recently organized to take over the old Hillman vein mine, located at Wilkesbarre, started operations at the new breaker, just completed, during the week. This mine was abandoned over ten years ago, as it was believed that all the coal had been mined out. A culm bank adjoining the property, however, attracted the attention of several local capitalists some years ago, who secured leases for the shaft and the culm pile. They soon discovered that there was a large amount of coal unmined, evidently unknown to the previous operators. Negotiations were then entered into with Scranton people, who saw the advantages of the proposition, resulting in the organization of the company. The only difficulty experienced at present is the scarcity of miners.

Orders have been issued by the Pennsylvania Railroad Co. forbidding the transportation of cars over its system belonging to other railroad companies which are not equipped with air brakes. The order also requires the division superintendent of the Pennsylvania system to send to the company's shops immediately all freight cars not equipped with air brakes, that they may be made to comply with the rule issued by General Manager Atterbury, that all such cars shall be so fitted up. These instructions were announced by the company the first of the year and were to be effective from July first, it also stating that on and after January first, 1907, all cars for transportation over its system must be constructed on similar lines and up to the standard of the car used by the company's road.

Commencing with July, the Pennsylvania railroad has agreed to present drafts for the weekly amounts due on towing and trimming charges, on the coal discharged at South Amboy, on Monday of the week, instead of Saturday, as was the custom heretofore. The shippers found that with the Saturday half holiday being generally observed in the trade and the sight drafts not always being presented before twelve o'clock, though provision had been made for them, they were later protested and returned to the railroad company, owing to the offices closing at that hour. The matter became aggravating to some of the coal interests, who took it up by correspondence with the railroad, which appreciated the situation, especially developed during the summer months, and decided to offer these drafts for acceptance on Monday.

J. Blair Kennerly, a coal man of Philadelphia, closed a deal on Friday of last week by which he secures the entire mining property of the Cresson & Clearfield Coal & Coke Co., comprising 7,200 acres of coal land in Blair and Cambria counties, Pennsylvania. By the sale of this property the Widener-Dolan-Cochran syndicate retires from active operation. The mines have a daily capacity of 2,500 tons, and three operations are being worked. The sale was made by State Senator J. Henry Cochran, president of the Cresson & Clearfield Coal & Coke Co. Mr. Kennerly has reorganized the company with a

capital stock of \$1,000,000, and has taken advantage of the right of the charter, which was issued under the laws of Pennsylvania. The officers elected are: President, J. Blair Kennerly; secretary and treasurer, James P. Platt; directors, in addition to the two officers, are J. Henry Kennerly and Arthur Koppinger. All the members of the board are in the employ of Mr. Kennerly, and he will direct the management of the company. The former interests controlling the coal company, besides Senator Cochran, were P. A. B. Widener, vice-president, and Ellis Ames Ballard, secretary and treasurer. The directors of the company were Thomas Dolan, N. Brooke Dolan, George D. Widener and P. A. B. Widener. It is the intention of the new owner to materially improve the property by increasing the production, and to put in blast one hundred coke ovens which have been idle for several years.

R. H. Williams Jr., of the firm of Williams & Peters, New York, who was seriously injured in an automobile mishap on Thursday night of last week, is at the latest information reported to be improving and his recovery is looked for. The party in the machine were going along the driveway leading from the Meadow Club house, L. I., to the road at a moderate rate of speed when a horse and buggy came suddenly down a side road, colliding with the automobile broadside and the horse's head striking Mr. Williams, who sat in the rear, on the side, breaking three ribs and injuring him internally. No one else was hurt, not even the horse or machine, and the latter did good service in taking him to the clubhouse and in securing prompt aid. The accident to Mr. Williams is deeply regretted by a host of friends, who hope for a speedy recovery.

The Erie railroad announced a few days ago that it had acquired a site for a new freight yard on the Harlem river, New York, between East One Hundred and Forty-ninth and East One Hundred and Fiftieth streets. The property was purchased from Wilson Adams & Co., and the water front is improved with docks. The Erie already has a freight yard on the Harlem river, but this is held under a lease and is used jointly by the Erie and the Delaware, Lackawanna & Western railroad, which recently purchased the land. A similar condition exists in South Brooklyn, where the Lackawanna recently purchased freight terminals that were also used jointly with the Erie. It is expected that the Erie will transfer its Brooklyn freight terminals to some other site at the expiration of the lease.

The water department of New York city opened bids on July third for furnishing 80,700 tons of anthracite coal during the ensuing year to the borough of Brooklyn. The contract for the total amount was awarded to Howard S. Bowns, the lowest bidder. The bids were as follows: Norwood avenue, all rail, broken, 1,100 tons, H. S. Bowns, \$4.79; Nelson Bros., \$4.89; R. Reimer, \$4.74; alongside price, W. P. W. Haff, \$4.43; Geo. D. Harris & Co., \$4.52; W. C. Mason & Co., \$4.45; at the same station for 5,500 tons of No. 2 buckwheat the bids were, respectively, in the order quoted above, as also in regard to prices, all rail and alongside, \$2.35, \$2.48, \$2.44, \$1.77, \$1.78, \$1.86; Ridgewood broken, 11,600 tons, respectively, \$4.79, \$4.89, \$4.84, and W. C. Mason & Co., \$5.07 all rail, W. P. W. Haff \$4.43, and Geo. D. Harris & Co., \$4.52. Alongside Ridgewood, 36,500 tons No. 1 buckwheat all bids were on an all rail basis, respectively \$2.79, \$3.12, \$3.09, \$2.95, \$3.05, \$3.13; Ridgewood, 19,500 tons No. 2 buckwheat, respectively, all rail and alongside, \$2.35, \$2.48, \$2.44, \$1.77, \$1.78, \$1.86; New Utrecht, 1,500 tons No. 1 buckwheat, all rail, H. S. Bowns, \$2.89; W. P. W. Haff, \$3.00; R. Reimer, \$3.19; alongside, Nelson Bros., \$2.40; Geo. D. Harris & Co., \$2.50; W. C. Mason & Co., \$2.58; Wallabout, 3,000 tons pea coal, bids only all rail, H. S. Bowns, \$2.97; Nelson Bros., \$3.28; R. Reimer, \$3.20; W. P. W. Haff, \$2.87½; Geo. D. Harris & Co., \$2.90; and W. C. Mason & Co., \$3.09.



### Western Retail Notes.

The Chicago City Coal Co. has been incorporated by Thomas Bowler, J. C. Ryan and T. G. McEltingott.

The Central Coal Syndicate, with a capital stock of \$10,000 has been incorporated at Columbus, Ohio, by S. C. W. Werrill, John G. Meilink, M. Zurcher, H. C. Adams and B. Bell.

The Tolleston Lumber & Coal Co. has been incorporated at Tolleston, Lake county, Ind. The new company will handle coal and lumber at retail, and has a capital stock of \$25,000.

The name of the Auburn Livery & Express Co., Chicago, has been changed to the Auburn Coal & Van Co. The capital stock of the company has also been increased from \$15,000 to \$20,000.

The Duluth Elevator Co., Duluth, Minn., has been awarded the contract for furnishing the city of Warren, Minn., 650 tons of Youghiogeny lump coal. The price of the coal is given as \$5.85 per ton delivered.

J. W. Murphy, of the Virginia Transfer & Dray Line, Virginia, Minn., has closed a deal for the purchase of the coal and wood business of P. Wagner, and in the future will handle coal and wood in connection with his other business.

The Seminole Coal Co. has been incorporated at Omaha, Neb., and capitalized for \$200,000. The incorporators are George E. Turkington, James Hodge, G. W. Icken and Christ Baysel. The company will do a general coal business in Nebraska.

The Citizens Coal Co., Champaign, Ill., has been incorporated with a capital stock of \$10,000 by Theodore L. Block, J. C. Kruz and F. A. Wilkes.

The board of public works of Milwaukee, Wis., has awarded a contract to the Milwaukee-Western Fuel Co. to furnish 2,400 tons of Pocahontas coal to the Jones Island pumping station for \$3.77 per ton.

The contracts for supplying the various city institutions of St. Louis, Mo., have been awarded as follows:

Bituminous coal: Clule-Miller Coal Co.—Insane asylum, female hospital and poorhouse, \$1.89 per ton; Four Courts, courthouse, city hall, armory and city hospital, \$1.84; harbor boat, \$1.54. Schraeder Coal Co.—Workhouse, industrial school and emergency hospital, \$1.95 per ton. Boehmer Coal Co.—Quarantine hospital, \$1.78 per ton; fire engine houses, \$2.15; parks, \$2.20; scales and markets, \$2.15.

Hard coal: Polar Wave Co.—Parks, \$7.34 per ton. Schraeder Coal Co.—Old city hall, \$7.49 per ton.

Coke: Polar Wave Co.—Fire engine houses, \$4.63 per ton.

Pittsburg coal (for use in fire engines): Polar Wave Co.—\$4.90 per ton.

Hickory wood: Edward T. Meyers—Workhouse and industrial school, \$8 per cord; fire engine houses, \$7.22.

### Eastern Retail Notes.

Dr. A. Gatliff, a wealthy coal and lumber merchant of Kentucky, has given \$500,000 to start a Baptist educational fund.

L. H. Wait, retail coal and wood dealer at Troy, N. Y., has been awarded the contract for supplying the public schools at that city with next winter's supply of fuel. The contract price is \$5.73.

The board of contract at Syracuse, N. Y., has let the contracts for supplying the public schools and other public buildings in that city with coal, at the following prices: Grate, \$5.49; egg, stove and chestnut, \$5.69; pea, \$3.42; bituminous, \$3.49.

Isaac S. Atkins, a well known citizen of Clarksville, Tenn., and a veteran of the Civil war, died recently. He was sixty-four years old and was born at Dover, Tenn., but spent nearly all of his life in Clarksville where for years he was in the coal business.

The Phillipsburg Construction Co. has been chartered at Phillipsburg, N. J., with a capital of \$50,000. The incorporators are Thomas L. Murphy, John P. Murphy, Alfred Smith and Richard

Gavin. The company will deal in coal, wood and builders' supplies.

In the contest for the contract for supplying the city of Worcester, Mass., with coal for the next twelve months, five bids were submitted and each was carried to a fraction of a cent but the People's Coal Co. carried off the palm for cheese paring by figuring down to one-hundred thousandth part of a cent. The specifications called for about 4,000 tons of anthracite coal and about 4,000 tons of George's Creek coal and the People's Coal Co. was the low bidder on both kinds. This company offered to supply anthracite for \$5.6476817 per ton, and George's Creek coal for \$4.345115 per ton.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Crescent Coal Co. has been incorporated at Cuba, Mo., by J. O. Applebee, H. B. Vonach and A. S. Vonach.

The Coalette Fuel Co. has been incorporated at Jefferson City, Mo., with a capital stock of \$500,000, all paid in. The incorporators are J. H. Durkee, James H. Smith and C. P. Johnson.

The Halmar Coal Co. has filed articles of incorporation at Cincinnati, Ohio, showing a capital stock of \$25,000. The incorporators are T. F. Truedley, C. M. Plopp, John F. Pogue, R. W. Hockaday and R. A. Black.

The Carterville Washed Coal Co. has been incorporated at Chicago, Ill., by W. A. Perrine, J. C. Smith and E. D. Pomeroy. The company will conduct a general coal mining business and has a capital stock of \$10,000.

Articles of incorporation have been filed at Cincinnati, Ohio, by the Damascus Coal Co. with \$50,000 capital stock. The incorporators are Fred S. Todd, J. J. Sullivan, G. S. Calder, Stella Hufnagel and Thomas Bentham.

The Central Coal & Coke Co. has been incorporated at Omaha, Neb., with a capital stock of \$30,000, of which \$15,000 is paid in. The incorporators are E. B. Corrigan, E. E. Beale, John F. Emmert, W. A. Case and Howard A. Baldrige.

The Valley Union Coal Co. has been incorporated at Des Moines, Iowa, with a capital stock of \$10,000. The incorporators are Denny Custer, president; Benjamin Bosler, vice-president and L. B. Kirkpatrick, secretary and treasurer.

The Berlin Coal & Development Co. has been incorporated at Omaha, Neb., to mine and sell coal and other minerals. The capital stock of the company is \$200,000, of which \$133,333.33 is stated as paid in. The incorporators are J. W. Lynn, president; D. R. Berlin, vice-president; O. F. Carson, treasurer, and F. T. McKay, secretary.

#### General Western Coal and Coke Notes.

J. S. Nesbitt, of St. Clair, Mich., owner of the coal hoist at the harbor dock at Goderich, Ont., who was severely injured, about the middle of June, by falling thirty feet from the hoist while making repairs, has died from the effects of the accident.

Receiver F. H. Lysons, of Seattle, Wash., ordered to sell the mining leases of the Consolidated Coal Co. by private sale for not less than \$16,000. The leases are to mines near Cedar Mountain, which the company has the right to mine for sixteen years yet, the rental being \$1,000 a year.

A. F. Miller, of Terre Haute, Ind., president and general manager of the West Terre Haute Coal Co., was struck Wednesday afternoon by a loaded coal car in the mine operated by the concern and narrowly escaped a dangerous injury. Miller was caught in a narrow entry and knocked down. He received a serious cut across the forehead.

The Eagle Coal Mining Co., of Des Moines, Iowa, whose mines are located on West Twentieth street, with offices at 619 Mulberry, has sold its business to a new company composed of C. D. Slinker, T. D. Fraser, W. J. Sayre and E. A. Sayre. G. M. Holmes, the president of the Eagle company, was its representative in the deal. The

new owners have taken charge of the business and intend to develop fully the new ground leased to the south of the present workings. Their holdings are convenient to the new interurban line to the northwest, which will give them easy access into the city. C. D. Slinker is president of the new company and E. A. Sayre is general manager.

The Flint Brick & Coal Co., of Des Moines, Iowa, is developing its new mine on the Perry interurban not far from the present brick yard. It will be in operation within a short time. All of the coal from this mine will probably be used by the company in the operation of its brick plant. The brick plant now has a capacity of 75,000 brick per day.

The Crowe Coal & Mining Co., of Boone, Iowa, which is getting ready to open up a big mine southwest of Boone, near Moingona is making excellent progress in sinking their shaft and have now reached a depth of 160 feet with about forty or fifty more feet to go down before reaching the vein. The entire operating plant will be completed in time for the early fall business.

The Snoqualmie Coal & Coke Co., of which E. J. Hughes is the president and Guy C. Posson is the treasurer, has acquired a valuable tract of land about three miles from Snoqualmie, Wash., containing three veins of coal, one of domestic quality and two of excellent grade for coking. The latter are being developed and gotten in readiness for extensive operations as soon as the fifty coke ovens now in process of erection are finished, which will be early in September.

A deal has been closed by which transfer was made to J. C. Devlin, of Ottumwa, Iowa, as trustee of the shaft, equipment and base rights of the Domestic, formerly Laneville, mine at Centerville, Iowa; also the houses, surface and a large body of coal adjacent thereto owned by C. S. Rex, of Creston. To develop this property a company will be incorporated whose office will be at the Roseland Coal Co.'s office and whose management will be practically the same as that of the Roseland company.

Andrew Carlson, of Des Moines, Iowa, who was one of the principal stockholders in the Maple Block Coal Co., which sold out about a year ago, is opening a new coal mine near Berwick, Iowa. A paying vein has been found and the work of sinking a shaft is in progress. The mine is only a short distance from the Des Moines, Iowa Falls & Northern and a spur will be run down to the new mine when it is ready for operation. The work of development will proceed rapidly from now on and the shaft will probably begin running early in the fall.

The Port Royal Dock Co. of the Soo has leased from the Michigan Lake Superior Power Co. the latter's dock property lying east of the power house. A contract to furnish the South Shore road with 20,000 tons of coal to be used during the coming year has been given to the Port Royal people. A big steel derrick has been built especially for the dock. It is expected to make the dock one for general merchandise as well as for coal, and while no extensive improvements will be made this year, it is the intention to later on erect large warehouses and hard coal sheds, and thus enable the company to compete for the coal business at many points on the railroads entering the Soo.

The reversion of the property of the Cherokee & Pittsburg Coal & Mining Co. to that concern's control after its operation by the late Charles J. Devlin, of Topeka, for nine years and for one year by the administrators of his estate, carries with it a result important to Wichita. Under the present management, Jackson & Walker, of that city, will have charge of the sale of the entire output placed upon the market. The output of these mines, which are located at Frontenac, Kas., near Pittsburg, Kas., is approximately 5,000 tons a day, about one-half of which goes to the Santa Fe for locomotive use. This arrangement gives the Wichita firm one of the largest coal outputs in the eastern Kansas district and means that they will market coal in Kansas, Oklahoma and as far north as Omaha.

A Boston museum has just bought from a Polish miner, employed in the Eagle Hill colliery, at Pottsville, Pa., two small pieces of coal, one of them bearing the imprint of a plant and the other the fossilized imprint of an axe. The



lucky find brought the miner \$500, but its value to science is almost inestimable as the clear impression of the axe upon the piece of coal tends to prove that man was here before the formation of the coal beds was completed, and furthermore, that man was at least partly civilized, having the use of tools. Some time ago a piece of anthracite coal taken from a mine was found to bear the imprint of a gigantic hand. There was a controversy among scientists as to whether this imprint was made by a man or a prehistoric ape. This piece of coal was also taken from the Eagle Hill colliery.

Coal rates over the Monon route from Victoria to Cloverdale are reduced nearly one-half in a decision which has just been handed down by the state railroad commission, granting a petition filed several months ago by the business men of Cloverdale. By the decision the original rate of ninety cents a ton was reduced to fifty cents on a differential based on the rates from the coal fields to Greencastle. Complaint against the rates to Cloverdale was filed several months ago, and several hearings in the case have been had. The evidence procured at Greencastle about six weeks ago was the most important, and resulted in the filing of a suit by Attorney General Miller for the collection of penalties provided for the violation of the long and short haul clause. The evidence developed at Greencastle was to the effect that the rates to Greencastle were lower than those collected on coal shipped to Cloverdale, which is twelve miles nearer Victoria.

H. C. Stillwell, of San Francisco, who two years ago became the owner of the celebrated coal mines at Aladdin, in Crook county, Wyo., stated a short time ago that the next few months would probably witness a great change in the operation of the mines. Mr. Stillwell has expended about \$50,000 in development work since he became interested in the properties, with the result that at least two and a half million tons of coal of an excellent quality have been exposed. Mr. Stillwell recently visited the mines in company with officials of the Chicago & North-Western railroad and arranging a market for the output of the Crook county mines. The obstacle of many years' standing is thought to have recently been successfully and permanently surmounted. This has been brought about by a government test of the Aladdin coal, which should put at rest forever the report that the Hay creek was a lignite proposition and therefore unsuitable for the purposes claimed for it. Mr. Stillwell stated that in the event that the North-Western should negotiate for the Hay creek coal, his company would at once increase the output to 200 or 250 cars per day.

Edward Hudson, of Palmer Junction, Wash., has been declared by Superior Judge Hatch, of Seattle, to be the rightful owner of coal lands and improvements at Palmer Junction valued at \$75,000. The decision was rendered in a suit brought by the Consumers' Supply Co. to compel Hudson to pay damages for his refusal to convey the land after he had entered into a contract to sell. The court refused to assess any damages and found that Hudson had a clear title to the property and improvements. Some years ago Hudson entered into a contract with the Consumers' Coal Co. to convey his coal holdings for \$25,000. Certain payments were to be made annually. The contract provided that in event of a default in payment the contract was null and void. Upon the corporation failing to make one of its annual payments Hudson notified them that the contract was at an end. During the time the Consumers' Coal Co. held the property under contract a railroad and bunkers were put in. When Hudson declared the contract terminated the corporation brought suit alleging that he did not have a clear title to the property and asking for compensation for the improvements and damages. Judge Hatch granted a non-suit in Hudson's favor and decreed that his title was clear of all cloud.

Frank W. Hale, of Boston, representing a company owning a smelter on Prince Edward's Island, Wash., has purchased the coal property of the Western Iron, Coal & Coke Co. at Fairfax, Wash. The deal was closed Tuesday with F. H. Murray, the receiver of the coal and coke company. The consideration was \$114,000. The property has quite a history attached to it and it has proven a hoodoo to several companies by which it has been handled. It was originally managed and owned jointly by the Washington Co-operative

Syndicate and the Montezuma Coal & Coke Co. These companies were controlled by Charles W. Thompson, who, it will be remembered, lost his life in the Clallan disaster which occurred between Port Townsend and Victoria about three years ago. Soon after Mr. Thompson's death the companies went into the hands of a receiver and the property passed to the Western Iron, Coal & Coke Co., controlled by Wisconsin men, who assumed the indebtedness against the property, which amounted to about \$72,000. This company has also since gone into the hands of the receiver and the indebtedness has grown to about \$114,000. The sale of the property will satisfy the creditors, but the stockholders will realize nothing more from their investment. The company acquiring the property is said to be a Seattle company and to be buying the mines for the sake of the coke which will be used by the smelter. While the property is said to contain a rich coal vein, the coal is of a quality unfit for anything except coke and smelting purposes.

## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

The Bituminous Coal Co. of America has been chartered to operate coal mines in Marshall county, West Virginia. The company has a capital stock of \$350,000.

The Gratan Coal Co. has been incorporated at Columbus, Ohio, with a capital stock of \$25,000. The incorporators are Charles J. Pretzman, H. C. Taylor, A. G. Osborn, James L. Davies and C. C. Williams.

Philadelphia and Mauch Chunk capitalists have purchased a large tract of land in Sandy valley, near Leighton, Pa., and will begin drilling for coal this week. Many experts believe that anthracite in paying quantity will be found in the valley.

The New York & Western Coal Co. has been incorporated at New York to conduct a general coal and coke business. The new company has a capital stock of \$200,000 and is incorporated by Charles M. Hamilton, Elizabeth, N. J.; Randolph Rodman, South Orange, N. J., and Joseph Tierman, of New York city.

One of the largest coal fields in the vicinity of West Newton, Pa., will be opened within the next few months. It is the property of the Osborne company, of Cleveland, and will connect with the Baltimore & Ohio near West Newton. The road will extend toward Scottsdale. Right-of-way is being secured rapidly and the survey is almost completed.

Another big coal sale in the vicinity of Masetown, Pa., has just been effected in which a company headed by John C. Neff, of that town, has purchased 250 acres at a price of \$1,300 an acre. The interested parties in the transaction are Dr. George W. Neff, John C. Neff, Harry Neff, Mrs. William G. Sharpnack, Miss Virginia Neff, William Sterling, Alex Mack and the Eliza Smith heirs. The tract comprises 250 acres and will be developed at once.

A coal sale embracing 500 acres of territory situated in Amwell and West Bethlehem townships, Washington county, Pa., has been made to the Seman Bros., of Uniontown, Pa. The consideration was \$150 per acre. The farms included in the sale with their acreage, are: John Paul, 165 acres; D. L. Frazee farm, 195 acres, and the McDonough and Anderson farm of 135 acres. The coal under these three farms was purchased some time ago by W. H. Ulery, of Washington, Pa., at prices ranging from \$110 to \$125 per acre and after holding the territory for about two months Mr. Ulery has turned the land over to the Uniontown capitalists, realizing an average of almost \$40 per acre in the deal. That real estate in that section of the county is rapidly advancing in price is proven by the sale of the McDonough and Anderson farm. It has been sold twice during the past two years, making a net gain to the two purchasers of nearly \$25,000. This farm was bought about two years ago by McDonough and Anderson for \$40 an acre, coal and surface, and after holding the land a short time they sold the surface for almost \$65 per acre and retained the coal which they sold a short

time ago for \$125 per acre. Since the coal has come into the possession of Mr. Ulery he has sold it at an advance of \$25 per acre.

### General Eastern Coal and Coke Notes.

The Elias Lyman Coal Co., of Burlington, Vt., will erect a mammoth coal pocket this season in its yards on the lake front.

The scales at the tipples of mines of the Irona Coal Co., Irona, W. Va., were dynamited, the report of the explosion having been heard in Kingwood, some miles away. The perpetrator of the outrage is unknown.

The oil house, compressor and engine house of the Widnoon Coal Co., near Kittanning, Pa., were totally destroyed by fire on Thursday morning of last week, entailing a loss of about \$5,000 and throwing a number of men out of employment. The fire is believed to have been the work of an incendiary.

The largest output ever made by the Truesdale colliery of the Delaware, Lackawanna & Western Coal Co., near Wilkesbarre, was made Thursday in six hours' work, when 1,536 tons were produced. The breaker and mine are operated by electricity and the coal is picked in the breaker by automatic separators.

A committee appointed by the Shamokin, Pa., school board to investigate whether the Mineral Railroad & Mining Co. was digging coal under the \$50,000 Washington school building, reported that the structure was slowly being wrecked by the mining. The board will likely ask the courts to stop the company from further removal of coal at that point.

The Lehigh Coal & Navigation Co.'s trolley line, the Tamaqua & Lansford Railway Co., passes into the hands of the White syndicate on July 1. The cash which the Lehigh company will receive from the sale of the property will be used in colliery and other improvements and extensions tending to increase the output. Last year the Lehigh company spent \$360,724 in this direction. It is understood that the company's coal production for the present month has been the largest in its history.

The Powhatan Coal & Coke Co., of Bluefield, W. Va., has engaged George S. Graham, of Philadelphia, as counsel to bring suit against the Norfolk & Western Railway Co. relative to the distribution of coal cars in the Pocahontas coal field. The Powhatan Coal & Coke Co. contends that coal cars must be distributed on a capacity to load and not on a coke oven basis. They also contend that the Norfolk & Western railway is making an undue discrimination in setting aside 10,500 coal cars for five coal operations on their own coal lands and allowing these operations to participate in the daily deliveries.

President John Mitchell of the United Mine Workers is advising the members of the union throughout the anthracite district, who are endeavoring to place labor union candidates in the legislature, not to form distinctive political parties as many of them are doing. He advises them instead to have their candidates seek the nomination of some established party. He fears that if they form union parties jealousies may arise which will sap the strength of the union. In nearly all of the legislative districts of Luzerne and Lackawanna counties the mine workers have placed candidates in the field, many of them on a union workmen's party ticket.

Judge Joseph Buffington, of Pittsburg, Pa., has rendered a decree refusing a rehearing asked for by the Beech Creek Railroad Co. in a suit brought against them by the Olanta Coal Mining Company, of Clearfield county, to compel the railroad to give the coal company switch facilities and permit them to ship coal over the line. The railroad set up that the coal from the plaintiff's mines was of an inferior quality, which, if placed on the market would detract from the reputation of the coal being shipped out from the Beechwood road. They also claimed engineering difficulties in constructing the switch, which, however, the coal company offered to build and pay for. Judge Buffington said in his opinion that the railroad, being a common carrier, could not discriminate against the coal company.

The Elliot, McClure & Co. breaker at the Sibley mine near Old Forge, Pa., was destroyed by fire a few days ago. There were about seven hundred men working in the mine and about the



breaker at the time, but they all escaped without injury. The breaker was built directly over the mine, and the flames ate their way down the shaft. For a while it was feared that the mine would also catch fire, but water was poured down the shaft and the flames were extinguished before they had done a great deal of damage to the mine, but the breaker is a total loss. The fire is supposed to have been caused by overheated rolls in the breaker. The fire spread rapidly and the breaker was soon a mass of flames from bottom to top. The breaker had a capacity of 1,200 tons of coal a day, and there was a great deal of coal in the pockets of the breaker at the time of the fire. There was no adequate water supply or fire department with which to fight the flames. The breaker was worth about \$70,000.

One of the biggest coal land deals in the north of Cambria county, Pa., for some time has just been consummated between the Lackawanna Coal & Coke Co. and the Vinton Colliery Co., of Vintondale, involving the transfer of all the lands purchased by the first named company from the Blacklick Land & Improvement Co., the real estate and two certain leaseholds, and personal property so far as the same remains upon the properties covered by the said leaseholds, which was conveyed by the party of the second part to the party of the first part by deed dated February twenty-seventh, 1901, together with the property formerly owned by John Delano consisting of about thirty-seven acres, all situated in the Blacklick valley. The Vinton Colliery Co., however, reserves a right-of-way of fifty feet in width through the property for railroad purposes, with the privilege of locating this right-of-way on

either side of the Blacklick river, north branch. The consideration paid the Lackawanna Coal & Coke Co. by the Vinton Colliery Co. is \$251,850 and involves also the transfer of 2,500 shares of the capital stock of the Lackawanna Steel Co.

### Southern Coal and Coke Notes.

#### New Southern Enterprises.

W. W. Johnson, of Strawn, Tex., is arranging to reopen the Coalville mines near Gordon in that state.

The coal mines at Sorgho, Ky., owned by Burnett & Oldham, have been leased for a period of two years to Patrick Bartley, of Evansville, Ind. Mr. Bartley has already employed a large force of miners and will commence shipping coal within a few days.

The Eclipse Coal Co. has been incorporated at Birmingham, Ala., with a capital stock of \$25,000. The incorporators are W. C. Shackelford, J. B. Bicknell and B. A. Treat. Mr. Shackelford owns and controls several large bodies of coal land in Walker and Jefferson counties, Ala.

#### General Southern Coal and Coke Notes.

The Norfolk & Western railway has announced a reduction in freight charges on coal for manufacturing purposes from the Pocahontas fields to Norfolk, Va. The present freight rate is \$1.60 a ton. It will be reduced to \$1.45. This reduction, it is expected, will not only stimulate the establishment of new industries, but it is estimated that it will save to the factories now operat-

ing \$50,000 annually. The reduction gives Norfolk a slight advantage over Baltimore in the matter of rates on coal for manufacturing purposes.

The Big Brushy Coal & Coke Co., Petros, Tenn., and the Rector Coal Co., of Titus, Tenn., have made arrangements to move their general offices from the cities named to Knoxville. Both of these companies are large concerns and will be valuable additions to the coal interests of Knoxville.

An important step in the affairs of the Fork Ridge Coal & Coke Co., of Middleboro, Ky., was taken Saturday, when J. L. Manring, president of the Manring Coal Exchange, of Middlesboro, was appointed vice-president and general manager of the company. Mr. Manring, as president of the Manring Coal Exchange, controls the output of the major portion of the coal companies of the Middlesboro district. He is, moreover, president of the Sterling Coal & Coke Co., the Queensbury Coal Co. and other important companies, besides being vice-president of the Citizen's State Bank of that city, and connected with numerous other successful organizations. The Fork Ridge Coal & Coke Co. is one of the best mining propositions in the Middlesboro district. Mr. Taylor has been connected with the company for the last two years as vice-president and general manager. He has expended large sums of money in equipping the mine with modern haulage. Mr. Manring was succeeded by Mr. Taylor two years ago as vice-president and general manager of the Fork Ridge Coal & Coke Co. The fact that he is again with the same concern has added to the interest in his appointment.

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### Literary Notes.

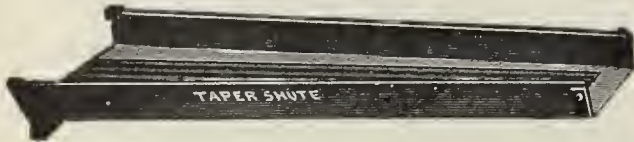
There is no more delightful incident in the life of that most delightful of men, Robert Louis Stevenson, than the friendship beginning in his early days and lasting all his life between Stevenson and Jules Simoneau, keeper of a little Bohemian restaurant in Monterey, Cal. M. Simoneau still lives in Monterey, his greatest treasures being his memories of Stevenson, and some precious letters and a set of Stevenson's works sent by the author, each volume having on the fly-leaf a typical inscription and autograph. Julia Scott Vrooman was fortunate enough to gain from Simoneau his own story of the days with Stevenson; and her record of the old man's reminiscences—adding a valuable chapter to Stevensoniana—is one of the features of the July Century.

Japan's Guarantee for Power.—"More than this, these wise, keen-eyed people that sit watching intently the daily trend of the world's progress know well enough that the real struggles for world power are to be commercial, not military; and it is on commercial and industrial fields that chiefly they expect to win glory and domination and empire for Japan. For such contests they have two weapons of astounding and unprecedented power. First, a working population, intelligent, capable, facile, orderly, extremely industrious, and having a low standard of living. Second, a government astute as to modern conditions, resolutely determined to force Japan's

influence, Japanese manufacturing, and Japanese commerce, and utterly unscrupulous as to the means it uses to that end. The world has never seen anything like this combination; it has never seen nor imagined nor dreamed of the stupendous results that can be secured by it. With cheap and efficient labor Japan can produce at lower cost than any other nation; with its skilful and indomitable government it can build its industrial forces to imposing greatness; with the two, in existing conditions of private enterprise, it can annihilate competition. For individuals can compete with individuals, firms with firms, corporations with corporations, trusts with trusts; but neither individual, firm, corporation, nor trust can compete with a government. And back of every great manufacturing, commercial or financial enterprise in Japan, back of it or actively involved in it, is the Japanese government, the greatest governmental trader in the world."—Charles Edward Russell, in "Soldiers of the Common Good," in *Everybody's Magazine* for July.

"What May Be Expected of the New Railroad Law.—The benefit of this act will consist more in what it prevents than in what it corrects. Assuming that the courts sustain its main provisions, and that its enforcement is reasonably effective, it may be expected: (1) For the last few years railways rates have been advancing; from now on the tendency will be the other way. This will be due, not to any extensive or sweeping reductions ordered by the commission, but rather to the fact that the railways themselves, having knowledge that the

reasonableness of their action may be challenged, will hesitate to make the advances which they otherwise would, and will grant the demands of shippers for reductions which they otherwise would not. (2) The payment of rebates and the granting of similar concessions from the published tariff will, in the main, cease. Rebates will never entirely stop so long as competition continues, but they will become rapidly less, and in ten years from now that sort of discrimination will be as rare as it was universal ten years ago. (3) Discriminations between localities will largely continue, and this will be the most fruitful source of complaint in time to come. It is difficult to see, however, how much discriminations can be altogether avoided, unless our waterways are to be shut up and the benefit of geographical position entirely ignored. This bill is more significant in its passage than in its provisions. While President Roosevelt deserves the entire credit for initiating the movement, he would have been powerless but for the people's support. The enactment of the rate bill is the people's declaration that railways must submit to governmental control, and that certain abuses must stop. If the railways recognize this, if they co-operate, as there is every reason to believe they will, to obtain a compliance with the spirit of this law, conditions will be fairly satisfactory; otherwise, there will be renewed agitation, followed by more drastic legislation."—From "The Rate Bill: What It Is and What It Will Do," by Charles A. Prouty, in the *American Monthly Review of Reviews* for July.



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## General Review of the Markets.

While not applicable to all markets, dull and quiet are the two terms most commonly used in describing current conditions in the coal trade, with demoralized added for greater strength in the central west. The eastern bituminous trade holds fairly steady, but on a very quiet summer basis, while the anthracite trade in the same section is showing increased dullness. In the west, also, the anthracite trade is stagnant. The western market for eastern bituminous coal is quiet outside of certain lines of trade, and western bituminous coals are worse than quiet, the market being thoroughly demoralized.

Bituminous trade on the Atlantic seaboard shows little change, any manifestations of activity quickly proving to be mere temporary flurries. Consumers for the most part are buying only for current needs. Producers, however, are watching the market closely to avoid serious over-production, and the wiser ones are holding their supply measurably less than the demand upon them, to avoid all danger of even the slightest surplus. Dullness has been especially noticeable in the poorer grades, not only at New York, but as far south as Baltimore.

Some operators, especially anxious to keep up production, have tried to push the market, but with only indifferent success, and at the expense of placing themselves unpleasantly in the light of begging favors from customers. The prevailing opinion, therefore, is that the only sound policy is to quietly wait, with production reduced to a minimum, till exhausted stocks and colder weather exert their natural effect in the way of increased demand.

While too early for either proof or disproof, there is considerable fear that the Clearfield settlement has come too soon for the maintenance of an even market, and that a greatly increased volume of coal will be thrown onto the market, bringing all the evils which accompany heavy over-production. Neither existing conditions nor these fears have as yet had any appreciable effect upon prices, and it is believed that they are about as low as operators will permit them to go, for fear of having to shut down their mines.

The coasting trade is very quiet, both to the far east and to Long Island Sound ports, the greater part of the traffic being to shoal water harbors, which are apt to become choked with ice in the late fall and winter, thus putting them in much the same class as lake ports. Barge business, usually good at this season, is very light, and many barges, as well as vessels moving under their own power, ordinarily used in the coal trade, are seeking other cargoes.

At Baltimore, concerns doing a heavy contract business are moving a fairly satisfactory amount of coal, but those who depend upon the open market or upon a vessel business are complaining of stagnation, except in the New England trade, which is still good. Ocean rates from this port are high, it being the hurricane season. Some charters are reported, however, for South American and Pacific ocean ports.

At Buffalo a feeling of confidence prevails, demand is good, and prices are firm, with an upward tendency.

### Demand for Anthracite Is Falling Off.

The anthracite trade on the seaboard shows a decided falling off in demand, which is far lighter than at any time since the resumption of work at the mines. As yet accumulation of stocks has not been burdensome, but will soon become so if the present relation of supply and demand is long continued. Hence, further curtailment is confidently looked for, with a possibility of a temporary suspension. This would serve the double purpose of relieving the market situation and of giving opportunity for repairs before the rush of the fall and winter business.

It is also reported from the east that a large part of current production is being sent westward. If this is the case it is a puzzle to tell where it is going, as no western reports show any material increase in tonnage receipts. The Buffalo market is sluggish, both as to the local demand and line orders, and as to lake shipments. During the past week the dock business, instead of increasing as was

expected, has fallen off twenty-five per cent. The chief explanation offered is that the docks received very heavy shipments early in the spring, immediately after the opening of navigation, many vessels in fact having been loaded before the ice went out, when a prolonged strike was expected. To this cause of present indifference may perhaps be added the reason frequently offered in explanation of western stagnation earlier in the season, namely, extreme dissatisfaction due to the refusal of the producing companies to adjust the price of April coal to May prices.

The western anthracite trade continues in the same quiet, not to say lifeless, condition which has characterized it throughout the summer. July business thus far has been below normal, consumers showing the utmost apathy and retailers being unwilling to stock their yards in anticipation of future trade.

### State of the Bituminous Market.

Prosperity in the coal trade seems just at present to be localized in western Pennsylvania, West Virginia and Ohio. It is the mines of those districts which supply the bulk of the coal consumed in the great northwest and every energy is now being put forth to get an adequate supply to the Lake Erie ports and thence by boat up the lakes. The demand is so urgent that great difficulty is being experienced in getting a sufficient supply of miners and laborers, both for the mines and for the coke ovens, which are enjoying their full share of the prosperous condition of the trade. In one issue of a Pittsburg paper recently calls for more men were published in behalf of ten of the large producing companies.

Another feature has developed in connection with the dock business which threatens a congestion of coal on the track at the lake ports. Some of the boats engaged in the ore carrying trade are returning to Duluth light in preference to taking cargoes of coal, and as a result there is an insufficient supply of vessels to take care of the coal as it arrives at the ports from the mines. Both Cleveland and Toledo report the growing importance of this difficulty. Some of the producing companies have a sufficient supply of vessels under contract and so are undisturbed, but where this precaution has not been taken considerable anxiety is manifested. In explanation of the shortage it is stated that the freight rates on ore down the lakes is much higher than on coal going up, much delay is experienced in handling the coal, and that, therefore, it is more profitable for vessels to discharge their ore cargoes and at once return light to the ore-shipping ports.

Outside of the lake trade and the local trade to the great industries about Pittsburg, the demand for these more eastern products is not heavy, though probably normal for the season. All-rail trade, however, is not greatly desired by the operators till the docks have been supplied.

The trade in the southwest has largely recovered from the abnormal conditions of the strike period and is reported as being on a normal basis, both as to prices and as to demand.

In the central west demoralization still characterizes and dominates the market. Over-production has been continuous almost from the first day of resumption after the strike. Chicago was the first dumping ground onto an unresponsive and unwilling market. It has once more been demonstrated that it is worse than useless to force trade where there is no natural demand. The result has been an abundance of car-service coal, sold at ruinously low prices. The demoralized condition was at first chiefly local to Chicago, outside trade being only slightly affected. But during the past week price cutting has been extended to include not only demurrage coal but shipments directly from the mines and to outside points as well as to Chicago. Operators claim that they can not further reduce production without shutting down, in which case their men would drift away and many would not return. So there seems to be slight chance of material betterment before the quickening of trade with the approach of fall.

Market conditions at Cincinnati continue to show great improvement and from this time forward a period of steady demand and good prices is looked for.



# Reports from Leading Coal Markets of the West.

OFFICE OF THE BLACK DIAMOND,  
CHICAGO, July 19.

Dullness and demoralization continue to be the two words best characterizing the Western coal trade. Dullness pervades the trade in all kinds of coal with the exception of a very few grades. Demoralization in prices has a firm grip on Western coals. The market for Illinois coal in particular has never been in worse shape and for such a protracted period, and many say that the limit of all past experiences has been exceeded. It is more than difficult to determine with any accuracy what the prevailing prices are. There is so much car-service coal available, which is being sold at almost any price offered, that one sale is scarcely any indication of what the next one will be.

Screenings have been most in demand and have held up most consistently in price, but this has been true largely because the majority of the mines are producing on a run-of-mine basis, thereby curtailing the relative supply of screenings. This benefit has not extended to other sizes which are a drug on the market in common with mine-run. All these are selling at prices far below the actual cost of production, a condition which, if protracted, must lead to ruin for the weak and embarrassment for the strong. Operators are reluctant to shut down their mines for fear the miners will drift away and it be impossible to secure men when demand strengthens and prices improve. But it is coming to be a serious question for some whether this danger is not decidedly the less of the two evils.

## Decline in Prices Becoming More General.

A few weeks ago it might have been possible to redeem the situation by holding production down to a minimum and keeping all surplus coal out of Chicago. In this way prices might have been maintained more evenly in outside territory. But now the effect of the continued slump in Chicago has become very extended in its scope so that circular prices are little more than a form, so far as single-order business is concerned, over a wide stretch of country. These prices are maintained at isolated points, but wherever there is any real competition, cutting is quickly resorted to and is much or little according to the exigencies of the individual case. As these sales in outside markets are for shipments from the mines the sacrifices made are not as great as those on car-service coal in Chicago, but they are altogether too great for satisfactory business, and too varied to admit of even approximate accuracy of quotation.

Even the prices for demurrage coal cover a wide range, according to how hard pressed the owner is. A common price for car-service run-of-mine Springfield coal is \$1.35 f. o. b. Chicago, which is equivalent to sixty cents f. o. b. the mine. As if this were not bad enough some has ranged even lower, the record case reported being one sale where demurrage charges were already so great that the owner was willing to unload for \$1.05 f. o. b. Chicago, equivalent to thirty cents, f. o. b. mine. Some small measure of relief has been hoped for in connection with the beginning of the threshing season, but demands from this source are light thus far with a prospect of remaining so, as it is reported that many of the country dealers find themselves with a sufficient stock on hand to take care of their business without making further purchases.

## Contract Business Not Seriously Affected.

The majority of reports indicate that contract business has not been seriously affected other than to make the large buyers somewhat slower in closing and more insistent on close figuring. On the other hand, some of the largest contracts, usually signed much earlier in the season, are still hanging fire.

Very few venture to express a hope of marked improvement before the beginning of cold weather, and believe that only a long

and hard winter can afford sufficient profits to compensate for the losses of the summer. Some talk of a possible car famine, but the railway coal-traffic managers claim that the roads have so increased their car supply and their motive power as to make this highly improbable.

## Indiana Production Held in Check.

Green and Sullivan county coals are produced and marketed too near to Chicago to escape being affected, and seriously, by the bad market conditions existing here. At the same time the Indiana operators are holding out against prevailing tendencies and practices to an extent most commendable under existing circumstances. The larger operations, and most of the smaller ones, are only sending coal to Chicago when required for the supplying of definite orders, and are refraining entirely from sending it on consignment to jobbers or to their own sales agents. They are fully aware that coal sent for spot sale will surely go to sacrifice by the demurrage route, and prefer to leave the product in the ground.

Compared with Illinois coal therefore very little of the Indiana product is being offered at bargain prices in Chicago. What little there is to be had comes from a few of the smaller operations, and is in small lots, scarcely noticeable in the flood from other fields. The effect of the demoralization in and about Chicago, as felt by operators in the Indiana field, is to be found partly in the closer competition in outside territory, and partly in the demand of outside consumers that they should receive some of the benefits accruing from the Chicago situation.

Prices quoted for the standard products from the several Indiana veins range about as follows: Third vein, screenings, 70@75c f. o. b. mine or \$1.50@1.55 f. o. b. Chicago; run-of-mine, 95c@1.05 f. o. b. mine or \$1.75@1.85 f. o. b. Chicago; one-and-a-quarter-inch lump, \$1.15@1.25 f. o. b. mine or \$1.95@2.05 f. o. b. Chicago; four-inch egg, \$1.35@1.45 f. o. b. mine or \$2.15@2.25 f. o. b. Chicago. Fourth vein, screenings, 75@80c f. o. b. mine or \$1.55@1.60 f. o. b. Chicago; run-of-mine, \$1.05@1.15 f. o. b. mine or \$1.85@1.95 f. o. b. Chicago; one-and-a-quarter-inch lump, \$1.25@1.35 f. o. b. mine or \$2.05@2.15 f. o. b. Chicago; four-inch egg, \$1.50@1.60 f. o. b. mine or \$2.30@2.40 f. o. b. Chicago. Fifth and sixth vein, screenings, 75@80c f. o. b. mine or \$1.55@1.60 f. o. b. Chicago; run-of-mine, \$1.00@1.10 f. o. b. mine or \$1.80@1.90 f. o. b. Chicago; one-and-a-quarter-inch lump, \$1.20@1.30 f. o. b. mine or \$2.00@2.10 f. o. b. Chicago; four-inch egg, \$1.50@1.60 f. o. b. mine or \$2.30@2.40 f. o. b. Chicago.

## Prices Were Only Fairly Steady.

On small orders, five cars and under, prices are being fairly well sustained at approximately these figures, but when necessary to meet competition on larger orders some further shaving below the above minimums is indulged in. A large proportion of the demand is for run-of-mine, so that the supply of screenings is limited to an extent which at times makes it impossible for the full demand to be filled. Contracts are being closed gradually, but only limited quantities are being delivered on the contracts at the present time. Old stocks are still in evidence more than had been expected would be the case by this late date. Most mines are able to supply all their trade by operating two days per week. Indiana run-of-mine has sold on demurrage in Chicago at \$1.70@1.75 f. o. b. Chicago during the week, equivalent to 90c@95c f. o. b. mine.

Lower-vein Brazil block coal is in fair demand, the threshing trade absorbing a considerable portion of the output. It is quoted at \$2.25 f. o. b. mine, a price which is fairly well held up in some quarters but cut under to a certain extent elsewhere.

The more Eastern bituminous coals continue to present a strongly marked contrast when compared with the Western products in the matter of stability of prices. While the sum-

mer demand for most varieties is comparatively light, this is not permitted to lead to efforts to crowd the market by price-cutting. When asked to shade off on the regular quotations, Western sales agents are obliged to reply politely but firmly that they have no authority to accept any orders below the established rates, as the Pennsylvania, West Virginia and Ohio operators have no desire to enter into or take any part in the foolish and suicidal struggle for a business which yields no profit. This policy doubtless involves the loss of some possible sales, but probably not as many as might be supposed, the trade of the Eastern bituminous coals being chiefly of a sort not likely to drift away from it.

While the market is firm as to prices, the demand is light, as is expected at this season, especially for all-rail trade. In some varieties, however, there is an appreciable increase of demand over a week ago, although it is as yet too early to tell whether this is the real turning of the tide or only temporary.

Both the city and the general Western market for West Virginia smokeless coals continues quiet, all-rail shipments are light, and prices are firm. Pocahontas and New River coals remain fixed at the former quotations, namely, egg and lump, \$1.50 f. o. b. mine or \$3.55 f. o. b. Chicago, and run-of-mine \$1.25 f. o. b. mine or \$2.30 f. o. b. Chicago. Smokeless coal from the War Eagle district is also quoted at \$1.50 f. o. b. mine for egg and lump, and \$1.25 f. o. b. mine for run-of-mine, but a differential in the freight rate make these sizes respectively \$3.40 and \$3.15 f. o. b. Chicago.

Spint coal has a rather light but steady demand for all-rail points, and a heavy demand on the docks, which are receiving the chief attention from the mines. Prices remain unchanged from previous quotations, and are strictly adhered to.

## Youghiogeny in Better Demand.

Youghiogeny coal, which last week showed a gain in steadiness over the fluctuation of the week before, shows further improvement the present week. Prices show little change, remaining at \$1.10@1.15 f. o. b. mine or \$3.00@3.05 f. o. b. Chicago, but the demand has strengthened, more sales being reported than for some weeks. The available supply has hardly been equal to the call for prompt delivery.

Fairmont coal is in very light demand, but a fair degree of firmness in prices is maintained, although this coal feels the effect of the depression in Western coals more than most of the Eastern bituminous grades. Fairmont three-quarter inch is quoted at \$2.90 to \$3.00 f. o. b. Chicago, but it is said that some sales have been made a shade under these figures.

The interest in Hoeking is centered on the lake trade where every effort is being put forth to overcome the handicap of the time lost due to the prolonged strike in getting the normal tonnage to upper lake points before the close of navigation. Under these circumstances no effort is being made to push sales in the local market, producers being more than content if rail shipments to Chicago are sufficient to take care of their established trade. Circular prices, therefore, are strictly maintained.

## Healthy Condition of Coke Market.

Coke is in fair demand in Chicago and the territory supplied from this center. Quotations run as follows: Connellsville seventy-two hour foundry coke, \$2.90 f. o. b. the ovens or \$5.55 f. o. b. Chicago; Connellsville furnace coke, \$2.50@2.65 f. o. b. ovens or \$5.15@5.30 f. o. b. Chicago. Prices on other grades ranged from fifty to seventy-five cents lower than these quotations.

The Western anthracite market continues to show no features of importance, and but



very little change from a week ago. The volume of business thus far during July has been light and considerably below normal, so much so that shipping agents would have been greatly disappointed had it not been for the fact that the June trade had been so quiet that expectations were not high. Consumers still show the utmost apathy in the matter of putting in their supplies for next winter, and retailers manifest little desire to anticipate future trade by stocking up their yards. The current discount of twenty cents from circular prices has not as yet seemed to exert any influence, though with the approach of the end of the month there may be an increased demand just in advance of the reduction of the discount to ten cents. Any such quickening of demand, however, if it

occurs at all, is only expected to be a temporary flurry such as occurred the last week in June.

#### Continued Stagnation in Anthracite.

It seems to be the general impression of shipping agents that there will be no lasting revival of business before the middle or latter part of next month, if there is before the actual ordering of supplies in considerable volume by consumers in September forces the dealers to take in coal for the immediate supplying of their trade. Then a more than usual rush of business is expected, as it is certain that few large stocks are in the hands of the retail dealers.

Movement of anthracite from the collieries

to the West by all-rail routes is light, being held proportionate to the demand. Forwarding by the lakes to the docks is not showing the increased activity expected, and must be pushed from this time forward or the close of navigation will disclose a serious shortage in those portions of the West and Northwest which depend upon water transportation for their supplies. If such a shortage occurs and the deficiency has to be made up by all-rail shipments to these more distant points, consumers will find themselves forced to pay a much larger price than usual for anthracite at retail. In such an event, great dissatisfaction will of course result, causing a torrent of newspaper criticism based on the false assumption that the advance is an arbitrary increase in the margin of profit.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, July 19.

The coal situation in Pittsburg is but little changed since last week. The mines in the district are busy, and reports show but few of them to be suspended. A number of cases of dissatisfaction among the miners have been nipped in the bud, and what might have been a strike has been satisfactorily adjusted.

The only case of unrest of any magnitude in the district is that of the Pittsburg Plate Glass Co. It looks very much as if the miners interested in this matter were "spoiling for a fight." It also appears that those in authority in the miners' organization were somewhat anxious to keep this case agitated; in fact, in order to keep the interest of the men up to a satisfactory pitch the officers seem to be resorting to doubtful methods, and they apparently do not want entire peace and a full pay roll in the district. When the men are satisfied they certainly should be let alone. We learn of threats that have been made that if things do not come about within the next few days the way they want them, the local officials of the miners' organization will urge action that may interfere very seriously with the present peaceful state of affairs in the district.

#### Sympathetic Strike Threatened.

A new factor has entered into the contest that is on between the district officials of the United Mine Workers of America and the Pittsburg Plate Glass Co. It was authoritatively stated today that in the event of President Feehan and the executive board of the district calling out the mine workers at the Charleroi works in sympathy with the Creighton mine strikers, that the present agreements between District No. 5 and all of the coal companies in the Pittsburg district will be declared null and void. This would, in a word, mean the introduction of the open shop plan in the mines in this district.

The officers of the Charleroi Coal Works Co., which is a subsidiary concern of the Pittsburg Plate Glass Co., are determined to insist on fair treatment in the present controversy. The contention is made that the present difficulties between the mine workers and the Creighton company have no business to interfere with the operation of the Charleroi mines. The men there, they claim, are perfectly satisfied with their work, and to call them out would be a wilful and ruthless violation of the agreement.

Late Monday night the Pittsburg Plate Glass Co. instituted injunction proceedings against National Organizer Edward McKay, District Board Members A. L. Davis and Paul Flynn, and about forty of the mine workers at Creighton, who are on strike.

President Feehan, of District No. 5, says that he will bring National President John Mitchell to Pittsburg at once to help straighten matters out. In cases like this the wise counsel of such a leader as Pat Dolan is sadly missed.

#### Scarcity of Labor Continues.

Labor is still scarce in the district, and many of the coal operators and coke manufacturers are still much handicapped on this account. Several companies are advertising extensively for men.

Cars are fairly plentiful, but some apprehension is manifested regarding the supply in the near future.

Shipment of coal by river is at a standstill, and likely to remain so unless there is a period of heavy rains not only here, but up both the Allegheny and Monongahela valleys. The harbor at Pittsburg is nearing the congested state, and daily additions are being made to the already very large amounts of coal now awaiting the moving stage in the river.

#### Current Market Quotations.

Prices for both coal and coke are but little changed from those ruling a week ago. Run-of-mine coal is selling at \$1.05 per ton f. o. b. the mine for contracts made for present and near future delivery; for spot delivery it is bringing \$1.10 per ton f. o. b. the mine. Three-quarter inch is quoted at from \$1.15 to \$1.25 per ton f. o. b. the mine. Lump is stationary, prices ranging from \$1.25 to \$1.40 per ton f. o. b. the mines. Slack continues to be the one grade that is in greatest demand, and meets with a ready sale at from 75c to \$1 per ton f. o. b. the mine. On all grades of coal the market is steady and on slack it is strong and in growing demand.

The coke market continues in a good state. Shipments have continued steady, and the outlook is bright for an uninterrupted summer season. Foundry coke is strong at from \$2.90 to \$3.10 per ton f. o. b. the ovens. Furnace grades are a shade weaker, but not enough to affect the general market price. Furnace coke is selling at \$2.50 to \$2.65 per ton f. o. b. the ovens, as against \$2.60 to \$2.75 last week.

Prices of both coal and coke for domestic use remain unchanged. The demand by domestic users and small manufacturing plants, such as shops, office buildings, etc., continues good.

#### Outlook for Summer Is Encouraging.

The outlook for the balance of the summer for both coal and coke is encouraging. The tone of the market is a healthy one; the operators are in good spirits; the miners, although not satisfied in some sections, are too busy to make their dissatisfaction felt, and the consumers of both products seem satisfied with the supply they are getting and the ruling market prices for the same.

We have not heard of any outcry against shortage of stocks, nor is there any mention made of overproduction. On inquiry we also fail to locate any Pittsburg operators that have been or are now shipping much coal on consignment to western points. Pittsburg coal is too good stuff to suggest such treatment of it.

#### GENERAL AND PERSONAL NOTES.

F. H. Carver, H. S. Wilson and E. C. Wilson, of Parkersburg, W. Va., were in Pittsburg during the week closing up a deal for West Virginia coal lands.

Frank X. Thompson, a prominent capitalist and coal operator of Uniontown, Pa., spent a few days in Pittsburg this week, stopping at the Annex Hotel.

S. W. Shrader, coal operator of Grafton, W. Va., has been spending a few days in Pittsburg. For over ten years Mr. Shrader has been associated with coal development in the state of

Pennsylvania, and was one of the first persons to take up coal by option and sell to outside capitalists.

The Pennsylvania and Baltimore & Ohio railroads are going after the smoke nuisance in Pittsburg in a manner that shows results are being obtained by the public cry against this objectionable feature of the city. Both roads mentioned are now using coke entirely for their helping engines through the city limits, and within a few days the road engines also will use coke when in the city limits.

Fire of mysterious origin started Tuesday morning last, in the tippie at No. 4 plant of the Jamison Coal & Coke Co. at Crab-Tree, one of the largest mines in the Greensburg field. Before the flames could be controlled the tippie, washery, oil house, fan house and blacksmith shop were burned to the ground. Company officials estimate the loss at \$75,000. Two hundred and fifty men employed at the plant will be thrown out of work. The Jamison company will care for as many as possible of them, however, at their other plants.

A peculiar accident occurred last week at the Carnegie mine of the Mansfield Coal & Coke Co., near Pittsburg. A derailed coal car struck a supporting post in the mine, releasing ten tons of coal and slate, under which eight men were buried. The accident occurred when the men of the day shift were going off duty. All of the men were more or less injured, some of them seriously, but it is not thought that any of them will die. The coal company gave the injured miners every attention possible and is now caring for them at their homes.

The July payment of the Pittsburgh Coal Co. for 50,000 shares of the preferred stock of the River Coal Co. will amount to \$4.01 per share, the largest payment since the contract for the stock was made. This also indicates an increased coal production, the payments being based on the amount of coal marketed. The payments for the stock now aggregate \$16.20, the unpaid balance per share being \$28.71. Payments have been made as follows: January, 1904, 77c; July, 1904, \$2.88; January, 1905, \$2.15; July, 1905, \$3.42; January, 1906, \$3.06; July, 1906, \$4.01.

On Tuesday night last Pittsburg was treated to a regular deluge of water. In spite of the heavy rainfall, however, no perceptible difference was made in the water stage. There is a crowd of disconsolate Pittsburg river men strung along at various points on the Ohio river. They are the captains and mates of the tied-up towboats of the coal companies. The crews of these boats have all been brought home, but the captains and mates must stay behind to take care of their craft. This taking care of idle boats is a listless and wearisome task, and the men are heartily sick of it.

The Clare Coke Co., recently formed under the presidency of James A. Bennett, of Greensburg, Pa., has bought the coking properties heretofore owned by Joshua W. Rhodes & Co., of Pittsburg, which have been operated under the name of the Penn Coke Co. There are 100 ovens on the property which the new owners will improve, and to which an additional 100 will be added. The



product is chiefly foundry coke, which will be marketed under the name of "Clare" instead of "Rhodes." Lawrence E. Walters is secretary and treasurer of the new company, which will have headquarters in Greensburg.

Work on the new mine shafts of the Pittsburgh-Buffalo Co., in Washington county, which was started a few weeks ago and which will, when completed, give to the county the largest coal mine shafts in the world, has proceeded so far that both are down above twelve feet and are being sunk steadily and rapidly during the favorable weather. The company is also constructing the foundations for some of the buildings that will form a part of the mines, and plans are about completed for the new town which will surround the shafts. All of the headhouse structures are to be of steel and masonry and permanency is being considered in all of the operations.

John Strickler Newmyer, aged fifty-eight years, banker and coal operator, and one of the wealthiest and most widely known residents of Fayette county, died on the fourteenth inst. at his home in Dawson, Pa. Mr. Newmyer was one of the pioneer coal operators of the Connellsville region, and at the time of his death he was general manager of the Washington Coal & Coke Co., general manager of the Dawson Electric Power & Light Co., a director of the Washington Run Coal Co., chairman of the board of managers of the Star Supply Co., a director of the Cochran Coal & Coke Co., and vice-president of the First National Bank of Dawson, Pa. Mr. Newmyer was well and favorably known by all the coal operators of the Pittsburgh and Connellsville districts, and was held in the highest es-

teem by them. He was also regarded as a true friend by the many hundreds of employes who worked for the various companies with which he was connected.

Plans for the Coal Operators' Association of Western Pennsylvania, which have been under way for some time, have been allowed to rest for a few weeks. The desire to bring all of the operators in this portion of the state into the organization has caused the matter to move slowly. Some of the leading men of the movement are out of the country at present and their presence is necessary before a final agreement is drawn up. The matter is still a live one, and because of the delay it is said there is no reason for suspecting that it will not be carried to completion. The question of having the Pittsburgh Coal Co. as a member has not been fully determined upon as yet. The question of voting power must be fully settled, and this will have to be carefully considered. It is desired that no one interest or corporation shall have a majority of votes in the association, and in this way the small independents will be always well represented in deliberations. In the meantime, while waiting for the definite agreement the operators' temporary association will remain in control of the matter.

An important discovery for the abatement of the smoke nuisance is claimed by the inventor to be the only system whereby the perfect elimination of all smoke is obtained. M. L. Teaff, of Dennison, Ohio, is the inventor of the new process referred to. He spent a number of days in Pittsburgh last week endeavoring to convince the city authorities of the feasibility of his invention. If the process through which Mr. Teaff

proposes to put the coal is successful in a preliminary test it may be taken up by the city authorities and its use recommended in the city. For some time the authorities of Pittsburgh have been looking for a successful smoke consumer. Mr. Teaff in an interview gave a description of his invention, which is extremely interesting, although it may not be entirely practical: "I am a practical machinist, having worked for the Pennsylvania railroad for fifty-two years, and soon will retire on their pension list. Twenty years ago I began experimenting, believing there was some sure method of removing from bituminous coal its smoke-producing sulphuric and carbonic acid gases. For seventeen years I kept experimenting and at last my labors were rewarded. I discovered a chemical which not only kills the smoke, but adds properties to the coal that makes it give out nearly twice as much heat as before, and thus decreases the amount of coal needed in any furnace. My method as finally perfected is this: I deposit the coal in an almost air tight steel chamber, and turn on steam so that the coal is heated for six hours to a temperature of from 212 to 250 degrees Fahrenheit. The secret lies in the chemical I put in the water that makes the steam. The chemical permeates with the steam through the pores of the coal, destroys the sulphuric and carbonic acids or gases, and deposits therein hydrogen and oxygen gases which, when burned, create the most intense heat. The chemical itself adds still more to the heat-producing qualities. One bushel of this treated coal is equal in heat-producing qualities to two tons of ordinary bituminous coal. When the steam is turned off the coal dries out immediately, eliminating all moisture and coal tar in the coal, so that one can wipe the coal with pure white paper and it leaves only the trace of a stain."

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, OHIO, July 19.

In many respects this market is almost exactly the same as it was last week. The tendency for several weeks had been toward an improvement in the demand for coal, and with this increased demand came a firmer market and some rather marked advances in prices. This improvement is continuing, but perhaps not with the same rapidity that had been noticeable for some time back. The number of inquiries for coal is very great, and the business they are bringing in to the wholesalers is quite gratifying. It is needless to say that the selling agencies are making the most of the favorable conditions, and wherever they think the purchaser will stand a little advance over what had been the last quotation to him, they put it on, and in many instances a telegraphic reply comes to ship the coal. In some instances this program is not followed, however, and the inquiring buyer comes back with a letter affecting a great deal of surprise and indignation that the producer or shipper should treat him, the buyer, in such a shabby manner, and ends by "working the sympathy racket" to get the coal below the quotation that had been named him.

Weeks and weeks of extremely dull business and some instances of selling coal below cost during that period, when the producers were doing their best to get some of the regular customers to take advantage of the conditions and buy coal, are still fresh in the memories of the selling agencies, and the managers of these concerns must now feel a retaliatory delight in being able to swell their prices to the same people they tried so hard to sell to and failed a few weeks ago.

### Steadily Rising Market.

As indicated in the beginning of this report, this market is in a normal and very satisfactory condition. There is no question but that the demand for coal is gradually increasing, and it is a safe prediction to say that the market will be much better before it is worse. It is a good tip to buyers to place their orders now, before prices advance

again, for practically the same prices are current this week as last. In the New River and Pocahontas department of the market the firmest possible conditions exist, and a good idea of the demand for smokeless coal can be had from the fact that one of the largest handlers of smokeless coal in this market reports that it has sold its entire output for the balance of July and the whole month of August. This puts this concern on easy street until the first of September, the date when smokeless prices usually change, and if there is a substantial advance at that time it will be in a position to take advantage of it. New River and Pocahontas lump and egg are now selling for \$1.50 a ton at the mines, and smokeless run-of-mine is worth \$1.25 a ton to the general trade outside of Cincinnati, where it is still offered for \$1.15 a ton.

Splint and gas prices are relatively higher than Pocahontas and New River, for \$1.40 a ton at the mines is now the minimum quoted by anyone for splint lump, and for special preparation, such as block and other extra coarse lump comparatively higher prices are being obtained, but for limited quantities only.

Slack is still a very scarce article, and any concern having a quantity of this coal of good quality will have no trouble in getting seventy cents a ton for it, and in some instances seventy-five cents a ton at the mines. The lowest quotation heard on this grade of fuel this week was sixty-five cents, and this was for a lot of nut and slack of very ordinary quality, and the highest was eighty cents. The War Eagle Fuel Co., which produces a large quantity of War Eagle coal, a fuel of distinctive quality, and mined by no other concern, quotes this week the following prices: Lump and egg, \$1.50; nut, \$1.40; run-of-mine, \$1.10; and nut and slack, 80 cents; all these prices being f. o. b. the mines in West Virginia.

The heavy rains of the past few days put a new aspect upon the river coal situation, and from appearances today it looks as if the Kanawha shippers will get out a good round lot of coal the latter part of this week. From the best information at hand THE BLACK DIAMOND learned that there are about 150 barges of coal loaded in the Kanawha river,

and it is likely that the greater portion of the coal will find its way to the Cincinnati market by the end of the week. There was not enough rain at the headwaters of the feeders of the Ohio river at Pittsburgh, and it is not likely that any coal will get away from Pittsburgh unless there is more rain immediately, a condition not expected by the weather bureau.

River coal prices are unchanged, and although it is likely that the stock on hand will be augmented by upward of 2,000,000 bushels (the river people still sell their coal by the bushel) during the next few days, it is more than probable that prices will advance before they are lower. It is now too late in the season for any low-priced river coal. A range of prices for lump afloat in barges is from seven to eight cents a bushel, with most of the few sales at seven and a half. Nut and slack afloat is as scarce as it is on rails, and it ranges in price, according to quality, from five and a half to six cents a bushel.

The retail trade of the city continues excellent. That is the best way to describe the present condition of the trade. Families of means are nearly all buying their winter coal, and leaving the winter trade and high prices for the poor and improvident. Pocahontas and New River lump sell for \$4.00, anthracite \$7.50, and splint lump \$3.25 a ton delivered to families. Nut and slack is worth from \$1.90 a ton for the poorest, to \$2.25 for the best, which in this case is Pocahontas and New River.

There is little or no change in coke prices hovering about \$2.50 a ton at the ovens.

### NEWS NOTES AND PERSONALS.

W. P. Slaughter, general manager of the Glen Alum Fuel Co., will probably leave early next week, with his wife, for Atlantic City, where he will spend his vacation.

C. S. Leshner, secretary and treasurer of the Southern West Virginia Coal Co., is a New York gentleman who has taken up his abode in the Queen City, and who is making many friends here. He has the advantage, however, of being introduced by J. C. Wheeler, formerly of the New River Coal Sales Co., but now vice-president and general manager of the Southern West Virginia Coal Co.



Messrs. Wheeler and Leshner are meeting with great success in their new company.

Fire in the Big Four coal elevator at Avery alley and the Big Four tracks Monday morning destroyed over \$5,000 worth of property. The fire spread quickly from the buildings to a large pile of coal that had been stored away for emergency use, and the firemen had a stubborn fight to prevent a much heavier loss. The destroyed elevator will be replaced at once.

I. J. Donnelly has succeeded J. M. Breen as traveling salesman for the Thacker Co. for Ohio and Indiana. Mr. Donnelly is widely and favorably known in the local coal trade as a valued man in the offices of the Thacker Co., and it is due him to say that he is a gentleman who will command respect wherever he goes. His pleasant personality and the high grade coal he sells ought to make him quite popular on the road.

T. R. Morgan, favorably known throughout the country as "the cannel coal man," has just received a merited promotion from the Kentucky Block Cannel Coal Co., having been elevated from the position of "general southern agent" to that of "general sales agent," with headquarters at Cincinnati. Mr. Morgan, in speaking of his company, which is the largest producer of cannel coal in the world, said that it is constantly increasing its tonnage and territory. He is engaged at this time in loading a cargo of 3,500 tons of his celebrated "Pluto" cannel at Toledo for ship-

ment to the far northwest, and he is also shipping another cargo out of the country. He is now negotiating for the shipment of still another cargo to South America. Mr. Morgan, besides selling an enormous tonnage of cannel coal, is the general manager of the Pocahontas company of this city, which has a model coal plant here for the retailing of Pocahontas and other high grade coals.

A coal deal of considerable importance was completed here this week through which the Cincinnati Gas Coke, Coal & Mining Co. succeeds to the retail business of the Hinsch Coal & Coke Co. The properties involved consist of the lease which the Hinsch Coal & Coke Co. held on the large tract of ground west of the Cincinnati Gas & Electric Co.'s plant, along with the improvements, consisting of a coal elevator, bins, sidings, floats at the river, teams and wagons, as well as the centrally located retail yard at Blair avenue, Avondale, with its hoppers, stables, etc. The Hinsch Coal & Coke Co. will retire from the retail field, and confine its energies to the wholesale trade exclusively. Only a few weeks ago the Hinsch company bought out the Norfolk & Western Coal Co., a prosperous young wholesale concern. William Clauss is the hustling president of the Cincinnati Gas Coke, Coal & Mining Co., and the genius who has built up from nothing one of the largest retail trades of the city. Mr. Clauss has already assumed control of the Hinsch retail business.

"short weights" in coal shipments. W. W. Cleland, Lawrence, Kas., president, and Henry Nesbit, Atchison, Kas., secretary, visited all the larger retail companies in Kansas City this week, seeking evidence. Later they will visit other cities in Kansas and Missouri. The trouble is of long standing.

When a car of coal is consigned to a dealer and loaded at the mine and shipped by rail it is weighed both at the mine and at the point of destination. Retail dealers complain that when they receive the shipment they find it from one to three tons short of the weight registered at the mine. A car of coal, depending of course on the size of the car, contains from twenty to fifty tons of coal.

Now the retail dealers want to know just where this loss occurs. Is it a short weight at the mine? Is the empty car improperly weighed? Is the coal lost in transit? On which of these three questions can the shortage be blamed? Or are they all wrong, and is there some entirely different, undiscovered previously, cause?

When the cause of the trouble is ascertained, the association will attempt to remedy it either by conference with the mine owners or the railroads. If failure is met with at these points, the plan is to get relief through the legislature by a statute. Kansas has a measure on its law books on the matter, but it is not all that is to be desired. The association wishes to get a bill passed which is to be alike in both Kansas and Missouri.

#### Natural Gas for Kansas City.

The council of Kansas City is getting ready at last to grant a natural gas franchise. The company which is to get the franchise is a new one, however, and it will be two years before it will be in a position to supply the city with natural gas. It proposes to sell it at twenty-five cents per thousand cubic feet for domestic consumption and at a low enough rate for manufacturers to compete with slack coal.

#### The Detroit Coal Trade.

DETROIT, July 19.—(Special Correspondence.)—On the whole there is a slight improvement in the coal market in this city. "This looks like the beginning of a prosperous period," said a prominent shipper. "Factories are running to their full capacity, stocks are getting slowly but steadily lower, and nothing can prevent an active market in the near future."

#### Cars Are Very Scarce.

The shippers experience great difficulty in getting flat cars, especially from the Baltimore & Ohio railway. Boats, too, are scarce. A certain West Virginia operator has 8,000 tons of coal at Toledo waiting to be shipped up the lakes. When in Detroit a day or two ago he stated that he was trying to get some cars for rail shipments, but so far had experienced considerable difficulty in getting them.

Though the lake shipments have produced a car shortage which will probably keep up until navigation closes, yet this shortage is not general. One agent of a very large company, which is sending daily up the lakes five hundred carloads, told your correspondent that his concern was having no difficulty whatever in getting cars.

H. H. Heiner, of Columbus, Ohio, vice-president of the Sunday Creek Coal Co., spent a day or two in this city this week. This company is rushing coal up the lakes at a rapid rate, and the demand for coal tonnage at Cleveland continues very active.

#### Prices Show Upward Trend.

Slack is getting more plentiful, but the demand appears to be no greater for fine coal than it is for the coarse varieties. Yet there is no let-up in the price of slack. In fact, prices have stiffened up all along the line, the Fairmont and Consolidation companies having given theirs a boost of about ten cents on the average.

Joe Martin, of Rosedale, Ind., who has 2,000 acres of coal land near Bicknell, Ind., is drilling test holes in search of a suitable location for a shaft.

## The Missouri River Coal Trade.

KANSAS CITY, July 19.—(Special Correspondence.)—Although it is midsummer, nearly all of the mines in the southwest except in Arkansas are in operation. This is an unusual condition and is due to the shortage of fuel caused by the recent strike. The mines are producing more coal than is needed for immediate consumption, but all of it is finding a market at fair prices. The consumers of steam coal had their stocks completely depleted by the strike and many of these are putting coal into storage. The demand for coal for harvest and transportation purposes is good and the manufacturing consumption is excellent for this season of the year.

Some of the retail dealers in Kansas City have cut bituminous coal prices twenty-five cents a ton in order to create a midsummer domestic demand. Most of the coal bins in town are empty, but there has been no rush yet to store coal for the winter by householders since the prices were cut.

#### Arkansas Fight for Double Standard.

Peace now prevails in all parts of the southwestern mining field except in Arkansas, where a large number of miners have defied the unions and the operators by refusing to return to work. The Arkansas executive board conferred in Fort Smith last week with Commissioner Bennett Brown regarding the prosecution of the coal operators of Arkansas for violating the state law against the double standard. The operators and many of the miners insist on the coal being screened, which is paid for at a higher rate because it is more valuable to the operators when screened. At the instigation of other miners, however, the legislature passed the law which enables the miners to get paid a lower rate for all the coal they mine, thus placing a premium on carelessness, which destroys large quantities of coal by reckless blasting, which reduces it to slack.

The district court at Fort Smith has declared the law constitutional, the decision being a victory for those miners at whose instigation it was passed. An appeal has been taken, however, and at the board meeting last week it was agreed that all the miners should go to work on the double standard basis pending the decision of the higher court, and that no more prosecutions should follow, pending the same decision.

But down on the Arkansas river near Spudra, where the Arkansas anthracite is

mined, the miners still refuse to return to work. They are picking blackberries, which are now ripe, and catching catfish. They laugh at the orders of the miners' union for them to return to work. Even John Mitchell told them to go to work, but they ignored his command. As a result of this situation no Arkansas anthracite is coming to the Kansas City market. The miners are natives and will return to work when the berries are gone and the fish cease to bite.

#### Nine New Coal Mines.

Seven new coal mines which will soon be in operation in the Pittsburg, Kas., district, will employ 2,000 men.

The Edwards Coal Co., which recently acquired about 2,000 acres of coal land north of Pittsburg, between Mulberry and Englevale, on the Frisco, is opening up the first of about half a dozen mines on the Miller land south of Mulberry.

The Sheridan Coal Co. is opening up another large mine near Fuller, which will employ when completed 200 or more men.

The Columbus Coal Co. is opening up a new mine on the Moore farm, west of Mulberry, for 200 men.

The Gross & Miller Coal Co. is putting in a mine on the Smalley land, west of Coalvale, for 150 men.

The J. H. Crowe Coal Co. is putting in two more mines near Mulberry, one on the Bruce land and the other on the Tharp farm, for 300 men.

The Frontenac Coal & Mining Co. is opening up a mine northwest of Frontenac on the Santa Fe for 175 men.

The Kansas City Southern and Frisco coal interests, both of which have been acquiring large coal land holdings north of Pittsburg, Kas., are also about to develop that part of the field.

The Western Coal & Mining Co. has just opened one new mine near Fleming and is preparing to open up others north of Pittsburg near Arma.

The Central Coal & Coke Co. has got hold of about 2,000 acres of coal northwest of Pittsburg on the Frisco, and will soon open up a new field.

In the south end of the field developments are being pushed rapidly. The Katy coal interests will open up new mines at Mineral.

The Missouri and Kansas Coal Dealers' Association is trying to discover what causes



## Mining News from West Virginia.

WHEELING, W. VA., July 19.—(*Special Correspondence*).—The coke car distribution controversy in the Pocahontas region still rages, and will not be determined finally until passed upon by the courts. The injunction taken out against the Norfolk & Western railroad's recent order was applied for before a judge in Virginia, just across the state line, and a question has arisen whether this state injunction does not clash with the interstate commerce law.

As has been explained previously, the railroad for years was in the practice of giving the older companies in the field a certain number of cars, called arbitraries. Upon the formation of a new coke-selling agency by the Tierney and Crozier interests, and because of a clamor for a distribution of cars based solely upon a production basis, the railroad ended the arbitrary car system and substituted a distribution based on the number of ovens.

The allotted ovens were assigned and allotted as follows in a circular effective July first: Pocahontas Collieries Co., 158; Mill Creek Coal & Coke, 47; Caswell Creek Coal & Coke, 38; Booth-Bowen Coal & Coke, 45; Buckeye Coal & Coke, 29.

The injunction was applied for by the first named company, which claims it should receive a much larger per cent of all coal cars available for distribution.

In the early days of the field the first operators had a certain number of cars assigned to them on account of being pioneers in the region. These were assigned to them wholly on account of their priority in the field. All other operators who developed coal properties later had their percentages based on the number of coke ovens erected. The pioneer operators not only had a coal car rating on the ovens they built, but also had a rating in excess of their coke oven rating, which was known as an arbitrary rating, and due to priority of operation.

By agreement this arbitrary rating was recognized, but it expired in 1899 by the statute of limitations. But since that time the Norfolk & Western has been making its distribution as though the agreement was still in effect. So long as cars were plenty no agitation resulted, but the formation of new enterprises recently and the feeling against discrimination have brought

on the present situation. If the injunction of the Pocahontas Collieries Co. should be made permanent, the old order of things would rule so far as it is concerned. In this event the other concerns will likely demand a thorough investigation by the interstate commerce commission.

In the rest of the West Virginia field there is no development of particular moment. Prices are firm at the figures that have prevailed for weeks, and the output is steady. There are signs of summer dullness, but all the shipping mines would be glad to accommodate additional labor.

### General and Personal Notes.

W. A. Jameson, who was connected with the Buckeye Coal & Coke Co., has accepted a position as private secretary for Isaac T. Mann, the prominent Bluefield operator.

Work has commenced on the shaft for the Crab Orchard Co. at Wittenberg, in the New River field. Eventually a second shaft will be sunk and the work is expected to take a couple of months.

B. White, who has represented the Kanawha Fuel Co. at Beckley, has gone into business for himself at that point and will handle the product of the Cranberry Fuel and other concerns. He is now constructing bins and sidings.

The only coal companies organized recently have been two at Charleston—namely, the Chel-yan and Coalburg-Kanawha. They will develop properties in the Kanawha region.

Two representatives of a Japanese mining firm at Tokio have just inspected the operations of the Pocahontas Collieries Co. and others in that region. They are on a tour through the principal coal fields of the United States.

It is semi-officially announced that the Fairmont Coal Co. will open a new mine at Lumberport, in Harrison county, at a cost of approximately \$300,000. The high cost is credited to superior equipment to be installed. When completed it is said that the Lumberport mine will equal the company's best mines. All told the Fairmont Coal Co. works about fifty mines, those at Gipsy, New England and other points being model affairs. The company is constantly improving its mines and to its modern methods is due largely its increasing success.

## The Coal Trade in Indiana.

INDIANAPOLIS, July 19.—(*Special Correspondence*).—That partial peace still exists in the Indiana fields is not due to the desire of the rank and file of the mine workers' union. On the contrary, a very large per cent is showing an ugly disposition over some of the minor features of the two-year agreement recently signed at Terre Haute and has been threatening to resort to its favorite weapon, a strike, unless its demands were granted.

The situation has been so turbulent that President Mitchell declared at the first of the week that it looked as if there might be a general suspension throughout the state pending a readjustment of the differences. As usual, he said that the miners were justified. The fact of the matter is that many of the miners have come to the conclusion that the operators were smart enough to look after their own interests, and for once they obtained an agreement that will help protect their properties if it is lived up to.

### Disaffection in Miners' Organization.

The miners have shown their dissatisfaction with their own officials in a number of ways. In the Seeleyville district mass meetings have been held for the purpose of inaugurating a movement to call another state convention of the miners at Terre Haute to rescind the present agreement. Nothing of a definite nature has materialized along that line, but it has resulted in a lack of harmony among the miners and a dissatisfaction with their own officials that may cause trouble at any time.

The most serious trouble between the miners

and operators has occurred in the Linton district, where about 1,000 miners employed by the United Fourth Vein Coal Co. have been out awaiting a settlement of a small matter. The difference arose over the question of what constituted a "reasonable amount" of slate. The contract provides that the miners shall remove a reasonable amount.

The claim was made by those who quit work that the company demanded more than a reasonable amount. Work was suspended in six mines and general suspension was threatened in the Linton field. As a result of the conference between the executive committee of the miners and operators at Terre Haute the first of the week work was resumed and other miners persuaded not to strike pending a readjustment of the question.

A meeting was scheduled for Thursday night at Terre Haute, at which the members of the two executive committees hoped to reach an agreement as to what constituted a "reasonable amount" of slate. It is believed now that the trouble will be smoothed over and the miners pacified, for the time being at least, but the hostile disposition they have shown toward the present agreement because of its fairness to the operators warrants the prediction that they will be as difficult as ever to keep in line.

### Condition of Market Normal.

The coal trade here and throughout the state is about as good as could be expected at this season of the year. Considerable domestic business is being done among the class of consumers

that buy during the summer months. Aside from this, however, there is very little doing in the domestic line.

The steam coal trade is about the same as it usually is at this season. It is light, as a matter of course, as many industries are shut down for the summer vacation. However, there has been much work throughout the field and enough activity in the trade to indicate that the winter season will be better than the last one unless the weather is all against it. The prices continue about the same as they have been since the miners resumed work.

### Extension of Illinois Central.

The Illinois Central is pushing the construction of its Indianapolis Southern branch and bids fair to have it in operation as far as Switz City by winter. It is now running regular trains as far as Bloomington, Ind. It will not be a factor in the coal business, however, until it reaches the Linton district, which it hopes to do soon. Members of the trade are hoping that it will be a big help during the coming winter.

The future of the Chicago, Indianapolis & Evansville Railroad Co., which was incorporated to build a road between the points named, seems indefinite, as it is understood that it is having difficulty financing the project. It has leased several thousand acres of land in Pike and Warrick counties and is said to have found a rich vein of coal, but it does not look now as if it will be able to market it in the near future.

## The Coal Trade at Toledo.

TOLEDO, OHIO, July 19.—(*Special Correspondence*).—July gives promise of being even more disappointing to coal men doing lake business than was June. Six weeks ago it was thought that June would see the adjustment of local shipments, but it did not, and now, just when things are getting to a point where normal conditions ought to reign, there is a growing disposition on the part of boat men to fight shy of coal cargoes and confine their efforts to ore, which is more easily handled and which is netting more money at present.

With coal shipments yet greatly below what they should be and a preference to avoid taking coal if there is the least bit of delay in loading or getting a cargo, it is not difficult to see that the closing months of navigation, at this port at least, will see a greater rush than usual. Contracts have been made during the past month for large lots, delivery not starting until the middle of August. Added to this will be the coal which Ohio operators, who have been and in some instances are yet tied up by a strike, are under contract to deliver during navigation, so that a large amount presents itself for carrying during the three closing months of navigation. A condition in some instances similar to this was ameliorated last fall by the lateness of the season, but there is no reason to anticipate another intervention of nature or Providence this season.

### No Reason for Refusing Cargoes.

It is difficult to see why boat owners talk about having to wait for coal at this end. Possibly at rare intervals there is a little delay in getting coal to the docks, but these intervals are confined to holidays or Sundays. As a rule the movement of coal has been free, and if not as liberal as it might have been, boats coming here for coal have never been obliged to wait sufficiently to discommode themselves.

The market generally at Toledo shows signs of improving. The most encouraging feature is the increasing demand for coal. Day by day more and more consumers are again brought back to the fold by reason of having consumed the stock they purchased before the strike. This increase of demand could do no other than gradually strengthen the market, even though to date prices have ruled firm. Prices have been fixed on Ohio grades and a gradual increase in business along all these lines is manifest. Notwithstanding numerous and contradictory reports, labor differences have not been entirely settled and the Ohio mines are not yet running full capacity.

This is the time of year when the demand for harvest coal helps things along, and dealers are generally benefited thereby. The same is also



true of municipal and public contracts. Bidding on all such contracts which have thus far been awarded has been brisk and promises to continue so. Domestic grades of soft coal are brightening up and more business is reported every day. Hard coal is beginning to have a call, as consumers who are in the habit of storing summer coal feel that if they want to profit by summer prices they had better get under cover early.

So thoroughly have the press associations covered the developments in the cases of those coal men who, conducting ice plants in connection with their coal business, were indicted for being members of a local ice trust, that it is needless to cover details of the affair other than to state that nothing has transpired in Toledo in years which has attracted so much attention, either locally or generally, as has these cases. After a brief respite they will again be taken up July nineteen, and Prosecutor Wachenheimer appears determined to send them to jail, as they are now out on bond pending the decision of some points by the higher court.

### The Ohio Coal Trade.

CLEVELAND, OHIO, July 19.—(*Special Correspondence*.)—The eastern Ohio operators and the executive committee of the miners are holding a meeting in this city today in an endeavor to get together on some kind of terms. Most of the matters of minor moment were gotten out of the way at the meetings held here a week ago, but the machine scale still stood in the way. The operators desired that this be made the same as in the Hocking Valley and other fields, but the miners stood out for what they had been getting. Whether their obstinacy will prevent an agreement remains to be seen, but the feeling of the operators was that, in view of the many concessions they had made the miners could afford to give up the one point that would at least place them somewhere nearer an equality with other operators than they have been.

At a meeting of the old committee of fourteen, which had charge of the entire state, it was decided that the Winder agreement had made its work for the future useless, and a vote was taken to disband, after reports had been made from the different fields—this, of course, being somewhat of a formality.

### Labor Settlement in Fourth District.

About the only thing of special importance last week was the settlement made between the operators and miners of the Fourth district, practically upon the 1903 basis, with some concessions from the miners regarding local matters. The principal mines affected are owned by the Ohio & Pennsylvania Coal Co., the Eastern Ohio Coal Co. and the Amsterdam mine, belonging to Frank M. Osborne.

Two suits growing out of the shooting affray between the guards and the miners at the Bradley mine have been filed against the United States Coal Co., each for 10,000 damages. One of them was brought by J. W. Porter, administrator of the estate of Frank Klinisara, a miner who died of his wounds, and the other by the guardian of James Bertram, whose wounds are said to be permanent. Captain Talbot, of the guards, was rearrested and charged with murder after the coroner rendered his verdict. Bond was furnished and he was set free. Two Cleveland papers were compelled to correct a statement to the effect that a warrant had been issued by the mayor of Smithfield for H. E. Willard, general manager of the United States Coal Co., in connection with the shooting. No warrant had been issued and the mayor said none would be issued from his court.

### Scarcity of Lake Carriers.

Shippers are complaining of the scarcity of free vessel tonnages here. Many of the boats are tied up on contracts and many others are going up light, making it almost impossible to ship a cargo unless provided for some time in advance. What conditions will be when the eastern Ohio mines are put in operation can only be conjectured, but the outlook is not the most encouraging. Operators in this field will have an immense amount of coal to go up before the close of navigation, and if they can not get boats their business will be crippled. Still many

of them have tonnage contracts and will be able to take advantage of this as soon as the mines are opened.

It is now believed that an agreement of some kind will be reached by the operators and miners this week.

### Coal Trade in The South.

NASHVILLE, TENN., July 19.—(*Special Correspondence*.)—The coal firms in Nashville and neighboring cities of the state give expression to the opinion that the summer business is in the main of a very satisfactory nature. The retail business compares very favorably in volume with last summer's business. There have been no advance of prices in this department. The wholesale trade is active and prices have stiffened up some in wholesale coal lines. The mining firms represented here indicate a substantial progress and the mining development going on in the Cumberland mountains and further eastward in what is properly known as East Tennessee is of a very extensive character.

### Kentucky-Tennessee Retail Association.

The first annual convention of the Kentucky-Tennessee Retail Coal Merchants' Association was held here for two days last week. There were about sixty members present. Mayor Morris, of Nashville, welcomed the coal men and was followed by Vice-President W. T. Atkinson, of Clarksville, Tenn., who delivered his annual address. Then came the report of Secretary W. C. Williams, of Louisville. Geo. S. Chowning, of Shelbyville, Ky., spoke on "The Cost of Selling Coal and Up-to-Date Methods of Retailing Same." B. G. Dickinson, of Glasgow, Ky., delivered an address on "Short Weight and Demurrage Evil, and Remedy for It"; E. C. Mahon, of Knoxville, spoke on "The Coal Question from the Standpoint of a Wholesaler." The following officers were elected: President, W. C. Williams, Louisville, Ky.; vice-president, G. S. Johnson, Gallatin, Tenn.; treasurer, W. T. Atkinson, Clarksville; C. C. Sullins, of Knoxville, and Geo. S. Chowning, of Shelbyville, Ky., directors. The executive committee met later and elected G. C. Tabb, of Louisville, Ky., secretary.

### Nashville News Notes.

The Bon Air Coal & Iron Co. has its Nashville office in the Arcade. This firm is busy in its wholesale department, and when the cotton oil and cotton mill industries begin to start up shortly they expect a still larger business.

The office of the St. Bernard Mining Co., in the Arcade, was visited. This company is now operating four yards in the city of Nashville and they say that business has been very good in the Rock City the present summer. They regard the fall outlook for the wholesale trade as propitious.

C. A. Allen, Nashville representative of the Reincke Coal Mining Co., of Madisonville, Ky., said to your correspondent: "The wholesale coal business will average up this season about as last year. Prices are a trifle higher in the wholesale lines, but retail prices are the same as they have been for some time." The Reincke people have had an important agency in this city for a score of years.

### General Southern Notes.

The Gulf Coal & Coke Co., of Mobile, Ala., has sold its holdings in Alabama coal lands to J. F. Hanson, president of the Georgia Central railroad and associates. The consideration is reported to have been \$1,250,000.

Alabama coal in quantity is again being exported to Mexico. A contract has been secured and between five and six cars of the Stouts mountain coal are being shipped daily to Mexico via Pensacola. The coal mined in Cullman county is hard and will stand the long travel to Mexico.

A petition in bankruptcy has been filed at Chattanooga, Tenn., against the Alpine Coal Co. T. M. McConnell is president of the company, and J. T. Hill, general manager. The liabilities of the company are placed at about \$30,000, and the officers of the company say the assets are fully \$100,000.

Receiver T. H. Conway sold at Birmingham the other day the coal mines and properties of the Eastern Cahaba Coal Co., located at Colmant, Shelby county, Ala. The value of the property, according to the receiver's inventory, was \$20,028.04. G. M. Bowers was the purchaser for \$8,025. Mr. Bowers stated that he bought the mines for himself and not as agent for any other individual or company.

The Tennessee state republican convention, which met in Nashville July twelfth, nominated for railroad commissioner the Hon. Daniel Cooper Swab, of Claiborne county, Tenn. Mr. Swab is a coal operator and he employs several hundred men. In 1887 Mr. Swab's father opened a small coal mine in Claiborne county, Tenn., which has been developed into one of the largest coal fields in that section. Several years ago Mr. Swab died, leaving the mine in the hands of Daniel Cooper Swab, who has just reached his majority. Today that gentleman is one of the largest shippers in East Tennessee.

### June Anthracite Tonnage.

The shipments of anthracite coal in June were 5,676,018 tons, against 5,844,052 tons in the corresponding month last year. For the year to date the shipments aggregate 25,585,801 tons, against 30,716,997 tons in the corresponding period last year.

The shipments over the various roads for June and since January first compare as follows with the like periods of 1905:

	1906. June.	1905. June.	1906. Six m'nths.	1905. Six m'nths.
Reading .....	1,194,399	1,161,603	5,144,323	6,187,544
Lehigh Valley..	854,218	980,461	3,685,509	5,031,052
Jersey Central..	693,942	700,917	3,155,226	3,922,054
D. L. & W....	936,526	888,273	4,311,584	4,749,632
Del. & Hudson.	536,122	537,450	2,576,072	2,939,882
Pennsylvania ..	446,735	460,926	2,172,258	2,507,932
Erie .....	646,286	701,943	2,612,368	3,142,581
Ont. & Western	231,526	271,841	1,086,182	1,447,642
Del., Sus. & Sch.	136,264	140,638	632,279	788,678
Total .....	5,676,018	5,844,052	25,585,801	30,716,997

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows: Since our last report the market, especially for July tonnage, has been very soft, and shippers have been able to secure prompt boats on very favorable terms.

Among the recent fixtures were steamer "Vauxhall Bridge," 2,178 tons register, Baltimore to Vera Cruz, at \$1.40; steamer "Wildcroft," 1,916 tons register, Norfolk to Curacao, at \$1.30 and port charges; steamer "Vimeira," 1,745 tons register, Newport News to Curacao, believed to be at \$1.25 and port charges; and steamer "Soperga," 2,737 tons register, Baltimore to Messina, owner's account.

Time charterers and owners are not willing to charter for later loading at current market rates, and we would quote contract figures for periods of one year at \$1.35@1.40, Havana; \$1.40@1.45, Kingston; \$1.60, Vera Cruz; \$1.65, Tampico. A contract for the transportation during the next year of four cargoes of about 3,000 tons each, from Norfolk to Kingston, was recently completed at \$1.40.

We would quote freight rates by steamer as follows: \$1.25@1.30 to Havana or Matanzas; \$1.75@1.85 to Cardenas or Sagua; \$1.50@1.55 to Cienfuegos; \$1.55@1.60 to Daiquiri; \$1.65 to Santiago; \$1.60@1.65 to Colon; \$1.75@1.80 to Port of Spain, Trinidad; \$1.70 to St. Lucia; \$1.50 to St. Thomas; \$1.75 to Barbados; \$1.50 to \$1.75 (as to size) to Kingston; \$1.25 and port charges to Curacao; \$2.40 to Demerara; \$1.70@1.75 to Bermuda; \$1.45@1.50 to Vera Cruz; \$1.50@1.55 to Tampico; 15@16s to Buenos Ayres; 16@17s to Rosario; 14@15s to Rio; 16@17s to Santos; 9@10s to a direct port in the Mediterranean not east of the west coast of Italy, Spain excluded; \$5.25 and discharged to Manila; \$5.75 @6 to Japanese ports.





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**Is Competition the Life of Trade?**

That depends upon what is meant by competition. There was and still is a sense in which the old adage is axiomatic in its truth. Competition is altogether good when it compels a man to feel, in the activity of his business rival, a constant spur to his own activity; when it makes him at once economical and liberal, economical in guarding against every waste, liberal in supplying everything which will aid in securing and holding trade; when it develops all that is in him of ability, tact and energy. Competition is indeed the life of trade when it gives a town two good stores instead of one poor one, or two live coal men instead of one dead one.

Such a contest is sportsmanlike, a striving to excel in excellence. It is legitimate, healthful, invigorating. It spells prosperity and not ruin. It was under the stimulus of such competition that the tremendous achievements of the nineteenth century were accomplished. Not that rascals did not then exist, or that might was never substituted for right. But where honor would not restrain, capital sufficient for crushing opposition was usually lacking, so that, as a rule, in the business world survival was of the fittest and not of the richest or of the most unscrupulous.

Competition is certainly both desirable and necessary, and it will be a sad day if the time ever comes when it ceases to be a dominant element in every department of business activity. But to be thus desirable, and to be effective as a corrective of the evils to which it is opposed, its spirit must ever be constructive and not destructive, which is to say it must be a rivalry in excellence and not an effort to injure or destroy an opposing enterprise.

Its methods must be so fundamentally sound that no matter how long

persisted in, or even in the absence of a competitor, they will make for constant profit and continued prosperity. In a word, competition, to be the life of trade, must be clean in ethics and sound in finance.

**Competition Not a Panacea.**

If competition were always constructive, its desirability would never be called in question. If it never spurred men to anything worse than a fever to surpass all rivals in genuine excellence of product and price, its sanction would be so universal as to be beyond question in present-day discussions. In fact, there would be little reason for the existing revolt against existing business methods. It is because there is also a destructive competition that the practices common in business today have many of them fallen into such well-merited disrepute.

Competition was long held to be a panacea for all economic ills. Any especially noteworthy rivalry between business opponents was heralded as a public blessing. Half the railroads of the United States went into reorganization because the people thought that cheap rates were the ultimate good, and the cheaper the better. The more bankruptcies there were, the more numerous the bargains in rates and stocks. Any restraint upon competition, from within or from without, was held to be obnoxious.

Such ideas extended beyond the field of transportation and into general trade. The methods used against competitors by the Standard Oil Co. were but one phase of the demand for competition. When kerosene oil retailed at five cents a gallon, the people rejoiced and counted it the acme of competitive triumph. Instead, it was the death knell of competition, and the opening of the way for the prices and conditions prevailing in the oil business today.

In the same unthinking way there still are those who hail as a blessing a depression in any trade, such as the demoralization under which the western coal trade is suffering at the present time. These unthinking ones can see no further than the patent fact that coal is cheap and only wish that the condition might continue indefinitely. They seemingly can not realize that such an abnormal state of the market involves constant loss which means business ruin, at first to the weak, but, if continued, to the stronger also, leading to the death of competition, and the merging of the business into the hands of a few.

Competitive policies destructive in character may be and often are the result of a deliberate determination to crush all opposition—to reign supreme and reign alone. But such a deliberate purpose is not necessarily back of a competition woefully destructive. Such a condition may, with equal readiness, be but a natural effect springing from an equally natural cause which has become baneful because unrestrained.

When demand is taxing the supply and prices are high the resulting prosperity leads to an increasing of capacity for production both by enlargement of the old plants and by the starting of new ones. When this expansion outruns demand, or when the demand becomes less, overproduction results. And this, in turn, is followed by a competition becoming more and more keen until it becomes fiercely destructive.

This is the sort of competition now threatening the Chicago coal market. When asked on Tuesday of this week whether he thought the present demoralization would be long continued, the Chicago representative of one of the strongest producing companies of the west replied, "No, for if it is not stopped in some other way, it will be brought to an end by a financial crash and a string of receiverships. Many of the operators won't be able to stand it long." This gentleman puts the issue squarely. The alternative is a series of bankruptcies or stopping it "some other way"; the result will be the same in either case—an end to destructive competition.

The obvious "other way" is to stop overproduction, then prices will readily adjust themselves to a living scale. But only by concerted action could this be accomplished, and that would be heralded, by attorneys as a combination in restraint of trade, by yellow journalists as a villainous conspiracy to rob the people.

The difficulty lies in the ancient and deep seated conviction that competition, even though destructive, is the one great business panacea. It seems impossible for the public to realize, or to learn by experience, that when competition becomes destructive the downfall of the individual victim is only the first effect, and that the final outcome is the death of competition itself—the panacea is its own destroyer.

Undoubtedly there is reason for the public dread of monopolistic trusts, but unrestrained competition, the much-vaunted remedy, is not merely inadequate as a cure, it is actually a prime cause of the disease. Sweeping, all-inclusive laws for the fostering of such competition are therefore in the highest degree harmful. Competition needs to be restrained, to the very end that it may live and flourish and preserve the individualism which has long been America's boast. To achieve this, it should be as legitimate and honorable to combine to keep prices up to a profit-yielding basis as it is illegal and dishonorable to inflate them to an oppressive level.



## Western General and Personal Notes.

G. W. Warnock, of the G. W. VanDusen Co., Minneapolis, was in Chicago part of last week.

The capital stock of the Hocking Coal & Land Co., Columbus, Ohio, has been increased from \$12,000 to \$50,000.

H. H. Rhodes, of the Dering Coal Co., has been spending the best part of a week in Minneapolis and St. Paul, Minn.

The Middletown Coal Co., Springfield, Ill., has increased its capital stock from \$30,000 to \$100,000 for the purpose of increasing the output of its mine.

W. H. Little, of the S. W. Little Coal Co., Evansville, Ind., spent a portion of the present week in Chicago on a business trip for the company.

The Zeller-McClellan Coal Co., Brazil, Ind., has leased about 5,000 acres of coal land just east of that city, and arrangements are now being made to develop the land.

E. M. Sands, manager of the Old Colony Coal Co., Old Colony building, Chicago, went to Cincinnati on Tuesday of this week on a business trip of several days' duration.

The Consolidated Indiana Coal Co., Old Colony building, Chicago, has authorized a \$250,000 issue of thirty-year five per cent bonds secured by first mortgage.

T. A. Lemmon, secretary of the Chicago, Wilmington & Vermillion Coal Co., Chicago, went to St. Louis on Thursday and will not return until the first of next week.

A new corporation, to be known as the Colonial Coal Co., is in process of organization for the purpose of taking over and operating the retail department of the Vandalia Coal Co., at 1096 Fulton street, Chicago.

The headquarters of the Michigan & Indiana Retail Coal Association, which for some years have been at Jackson, Mich., have been removed to Benton Harbor, Mich., the home of the new president of the association, F. A. Hobbs.

Chas. E. Maurer, of Cleveland, Ohio, in order to inspire his men, went to work in his coal mines at Steubenville as a miner for two days, shoveling and picking coal. The men working in the mine are unskilled, the union men being out on a strike.

A. M. Ogle, of Indianapolis, president of the Vandalia Coal Co., was in Chicago Saturday for the transaction of various matters of business in behalf of the Vandalia Coal Co., but especially in connection with the organization of the new Colonial Coal Co.

E. L. Thomas, of Stookey township, near Floraville, Ill., has purchased the coal rights to 5,000 acres of land in the vicinity of St. Libory. It is said that a movement is on for the construction of a railroad from East Carondelet to tap the coal field.

The mines of the Eagle Coal Mining Co., Des Moines, Iowa, located near that city, have been sold to a new company composed of C. D. Slinker, T. D. Fraser, W. J. Sayre and E. A. Sayre. G. M. Holmes, president of the Eagle company, was its representative in the deal.

The Consolidated Coal Co., which owns several mines near Collinsville, Ill., has leased its Brookside mine, located at Troy, Ill., to several local people for a term of two years. The lessees will be incorporated and will proceed to operate the property.

J. K. Seifert, president of the Indiana Southern Coal Co., Chicago, returned home a few days ago from a two weeks' trip to Capitol City, Colo., where he is interested in a silver and zinc mine. He reports very different weather from that prevailing in Chicago. Capitol City has an altitude of 11,000 feet, and it snowed every day during Mr. Seifert's stay there.

The Wilmington Star Mining Co., Old Colony building, Chicago, was the successful bidder for furnishing the municipal coal

supply for the coming year at St. Peter, Minn. In making the award quality as well as price was taken into consideration, otherwise this company would not have secured it, as they were not the lowest bidders.

While A. J. Moorshead, president of the Madison Coal Corporation, was in Chicago recently his residence in St. Louis was entered by burglars on two successive nights, but so far as can be determined no great loss was sustained, as in preparation for an extended absence silverware and other portable valuables had been deposited elsewhere for safety.

M. H. Taylor, Erie, Pa., president of the Spring Valley Coal Co., while in Chicago, the latter part of last week, was taken suddenly sick with a severe cold and on Sunday of the present week it was believed that he was developing a serious case of pneumonia, which led to exaggerated rumors getting into circulation. The progress of the malady was promptly checked, however, so that Mr. Taylor was able to return home later in the week.

The trouble at the Donk Bros. mines at Collinsville, Ill., is still unsettled. It will be remembered that some time ago their miners became dissatisfied over some local question and quit work without authority from their district officers, and that subsequently they were heavily fined for this offense, in accordance with the provisions of the Illinois state agreement. It appears that the miners have refused to accept this decision of their superior officers and are persisting in maintaining a strike.

The Parke County Coal Co., of Rosedale, Ind., has brought suit in the circuit court against Joseph H. Martin, its former president and general manager, asking for an accounting. The complaint states that in November, 1904, Mr. Martin paid to W. H. Howe secret commissions which Howe, in turn, gave to C. M. Bradley, purchasing agent for a large consuming company, in order to secure a contract for coal, and that several months later Martin, Bradley and Howe organized the Bedford Coal & Coke Co.

E. R. Searls, of Chicago, who has had extensive experience in the management of coal mining properties, was last week appointed general superintendent of the mines of the Chicago, Wilmington & Vermillion Coal Co., made vacant by the resignation of R. H. Zoller, to accept a position with the Centralia Coal Co. A few days later, however, Mr. Searls reconsidered the matter and now announces that he will not accept the position. The Chicago, Wilmington & Vermillion Coal Co. has not as yet selected any one to fill the vacancy.

F. L. Streater, of Aurora, Ill., for some time past the genial and popular secretary and house manager of the Elks Club in that city, has purchased the coal business of Cyr Bros. Mr. Streater will organize a stock company under the name of Streater & Co., which will continue the business. The firm of Cyr Bros. has been in business in Aurora for a number of years, and has been very successful, but is now withdrawing from the coal business in order that Joseph Cyr, the active partner, may accept a position in the service of the Chicago, Burlington & Quincy railroad.

United States Engineer Wm. V. Judson is having prepared at his office in the federal building in Milwaukee a map which when completed will be of great benefit to shippers, manufacturers and others who have to do with the supply and movement of bituminous coal. This map will show the sections of Wisconsin which are supplied through the port of Milwaukee, through other Lake Michigan ports from Duluth and other northern sources, and directly from the coal fields by rail. Another important feature of the map will be the indication upon it of territory to which each different transportation rate ap-

plies. Copies of the map will be obtainable from the government printing office at Washington as soon as it is published.

At McKinley park, last Saturday afternoon, the Black Diamonds defeated the Bridgeport nine of the Stock Yards base ball league, by a score of 12 to 3. The game was called at the end of the seventh inning. On Saturday afternoon of this week, at three o'clock, the Black Diamonds and the team of the Dering Coal Co. will play a game at Washington park. Two games have been played this summer between the teams of the Pennsylvania Coal and Supply Co., Milwaukee, and the Black Diamonds, with one victory and one defeat scored by each team. The third and deciding game of the series will be played at Milwaukee August eleventh.

A number of Chicago retail dealers have organized an association to be known as the Chicago Coal Dealers' Association. Milton E. Robinson is the president and A. J. Bunge is secretary and treasurer. Very little has been given out as yet concerning the full purpose of the association, but according to a statement made by one of its members, its object is to benefit honest dealers and consumers by exposing the names and methods of unscrupulous dealers who give short weight, furnish poor grades of coal in substitution for better grades or in any way conduct a retail coal business in a dishonest manner.

The state railway commission of Indiana has rendered its decision on the complaint made by citizens of Fort Wayne regarding excessive freight charges from Indiana coal fields to that city. By the decision of the commission a reduction of from fifteen to twenty cents per ton must be made on coal hauled from Linton and Brazil fields to Fort Wayne. Under this decision the rate on Linton coal will be ninety-five cents a ton and on Brazil coal ninety cents. The same rates are made to apply to Columbia City. It is estimated that the decision will save Fort Wayne dealers and consumers over \$50,000 annually. The commission also gave its decision in the complaint against the Pennsylvania railway regarding rates on eastern coal, whereby a substantial reduction is ordered.

On June twenty-sixth, 1906, when the Hawgood Line steamer "H. B. Smith," commanded by Captain Balfour, was unloaded at the Winter street (Superior, Wis.) dock of the Northwestern Fuel Co., a new record for the quick discharge of a cargo of soft coal at the head of the lakes was established. The cargo of 10,376 tons of soft coal was taken out by the four "Brown-hoist" rigs with 1½-ton Brown grab buckets, and only one operator to each rig, in nineteen hours' actual working time, which makes an average of 546 tons per hour, or 136½ tons per rig per hour. For ten hours out of the nineteen there was a heavy rain and terrific wind, which broke plate glass windows, blew down chimneys and blew the boat fifteen feet out from the dock. Even with these unfavorable conditions for five hours, each rig took out one hundred and fifty tons per hour.

At the annual meeting of the Sunday Creek Co., held last week, in Columbus, Ohio, the following officers were elected: John H. Winder, president; H. H. Heiner, vice-president and manager of sales; C. A. Suydam, secretary and treasurer. The directors are J. H. Winder, S. P. Brush, H. L. Chapman, E. A. Cole, C. L. Poston, John Turner, W. F. Hoffman and H. H. Heiner. Clarence Watson, president of the Fairmont Coal Co., retired from the board of directors, and W. F. Hoffman and H. L. Chapman were added to the board, otherwise all of the officers named above were re-elected to position previously held. Plans for improvements were discussed at the meeting and it is possible that in a short time steps will be taken for the erection of a large shop at Athens to supply the company with its own mining appliances and machinery.



## Canadian Retailers Visit Scranton.

Three hundred and fifty coal merchants of Canada, members of the Canadian Retail Coal Dealers' Association, reached the Lackawanna station at Buffalo, N. Y., on Friday evening last, on their return from a trip to Scranton and the mines operated by the Delaware, Lackawanna & Western company. The trip was in reality an inspection tour of the Lackawanna territory, which has taken very high rank in its relation to Buffalo and the adjacent trade, both in the dominion and in western New York and northern Pennsylvania, among the powerful anthracite fields which send a heavy percentage of their outputs to this great distributing point. In addition to the western New York dealers of prominence who accompanied the party, as mentioned last week in the Buffalo corre-

day the entire party went to the celebrated Delaware Water Gap. Luncheon was served at the Kittatenny House. President John Hay, of Listowell, president of the association, officiated as toastmaster, and responses were made as follows: "Music Hath Charms," Prof. John T. Wathins; "An Outsider," D. L. Tuttle; "Canada and America," Hon. W. P. Richards; "Our Chaplain," Rev. E. E. Helms. All the remarks were brightened by points of wit and wisdom, applicable to the trade and the company.

At Scranton, not forgetting their obligation to report their whereabouts to the main body on the eleventh day of the seventh month, the Kokoals present held an informal meeting and sent a unique telegram to the annual powwow at Chicago, so as to comply



Canadian and Buffalo Retailers at a Scranton Breaker.

spondence of THE BLACK DIAMOND, the following leading dealers of the dominion took part in the excursion: John Rogers, of Elias Rogers & Co., Toronto; R. J. Webster, W. H. Winnett, Chandler Bros., London; S. Gillies, J. M. Peregrin, Hamilton; J. Fitzgerald, Scott & Hogg, Peterboro; Hull & Holcombe, Ottawa; William Ross, Ingersoll; S. Anglin, Kingston; G. G. Farwell, Sault Ste. Marie; John Hurley, Windsor; John Scott, Strathroy; L. D. Tilson, Chatham; and others.

Sales Agent D. E. Russell, who organized and directed the excursion, was most ably assisted by the following members of his local staff: E. H. Reare, manager of sales; George W. Burke, shipping agent; William A. Martin, Canadian salesman; George W. McEathron, manager of sales, Syracuse; Harry W. Marshall, salesman, Syracuse. Much credit must be given to Col. R. A. Phillips, general mine superintendent; C. E. Tobey, assistant superintendent; S. G. Memory, line sales agent of New York; H. M. Smith, assistant line sales agent, for the hospitable manner in which the visitors were treated and for the excellence of the arrangements by which they were enabled to thoroughly and intelligently inspect the enormous holdings of the Lackawanna company. Many of the mines and breakers were visited, and the members of the party were loud in their expressions of surprise and pleasure at the admirable system employed to keep the extensive machinery of the great concern in operation.

Social and fraternal features of the trip were all that could be desired. On Thurs-

with the requirements of the order. The lines were indited by Sales Agent D. L. Tuttle, of the Philadelphia & Reading Coal & Iron Co., and he was immediately voted the poet laureate of the association. The effusion was signed by thirteen Kokoals and wired to Arthur M. Hull, pictor, Auditorium Hotel, Chicago. That the author succeeded in reaching home without a mark is proof of the lenient character of the excursionists. Here are the sonnet and the names which were signed to the message:

"To the Order of Kokoal assembled today  
In annual powwow in Chicago far away.  
Although unable to grasp each other by the  
hand,  
We still maintain fellowship with the Kokoal  
band,  
And this short message we severally indite,  
As required by our laws to keep our standing  
right.

We are in 'Pennsy,' where anthracite is mined,  
And advise you of this so we won't be fined;  
Just to say to you before we do anything  
more,  
We don't forget 7-11-4-11-44.

Our daily motto shall be 'before we go to  
roost,'

'Don't knock—come on and lift—and don't  
forget to boost.'

"D. L. Tuttle, G. P. Clarkson, John C. Hay,  
Harry M. McIntosh, Geo. H. Mills, Homer H.  
Allen, Geo. Harper, Geo. E. Boulton, John  
M. Daily, Robt. J. Webster, Fred J. Walsh,  
Harry F. Butler and John Rogers."

THE BLACK DIAMOND is requested to extend the thanks of the coal men to C. J. Phillips, superintendent of the Buffalo division, E. M. Rine, superintendent of the Scranton division, and to Trainmasters Doolittle and McCann for courtesies extended.

## Eastern and Central New York Association.

After much preliminary work by a committee of coal dealers which were appointed at a meeting of the Coal Merchants' Association of Albany held early in the summer of 1903, a meeting of the dealers of eastern and central New York was called for September nineteenth, to be held in Albany. At this meeting the Eastern and Central New York Retail Coal Merchants' Association was organized and officers were elected. The association was incorporated under the laws of the state of New York, and active work was at once commenced.

Although less than a year old, great good has been accomplished for all retail dealers in general and in particular for the dealers in several different localities throughout the territory. The association joined the International Council of Coal Merchants. The executive board held many meetings and discussed numerous matters pertaining to the trade and acted in other matters to the satisfaction of all concerned. The association is anxious to increase its membership for the reason that the more members it has the more strength it will possess.

On September fifth to eight of this year the association will give its first annual excursion to the anthracite mines. This excursion will be for members and their representatives only and is briefly outlined as follows: Wednesday, September fifth, leave Utica, via New York, Ontario & Western railway, for Scranton, stopping on the way at the Pancost and Johnson collieries of the Ontario & Western. Wednesday night will be spent in Scranton, and Thursday morning leave, via the Cannon Ball Line, for Wilkesbarre, going thence, via the Lehigh Valley railway, to Mauch Chunk and the famous Switch Back railroad, one of the most interesting rides in the country. Return via the Lehigh Valley to Glen Summit Springs Hotel for the night. This hotel is one of the famous summer resorts of Pennsylvania. An informal meeting will be held at the hotel and addresses will be delivered by men of prominence in the coal trade. This will of necessity be an informal meeting because, as an incorporated association, the annual meeting must be held within the borders of New York state. Friday morning, return to Wilkesbarre, and go thence, via the Delaware, Lackawanna & Western railway, to the Woodward and Truesdale breakers of this company, returning to Scranton Friday evening. Friday night and Saturday will be spent in Scranton, giving the members opportunity to visit coal operations and coal offices in Scranton. Saturday night the party will return via the Delaware & Hudson railway to Albany.

Because of the extreme generosity of Messrs. Dickson and Eddy, the sales department of the Lehigh Valley Coal Co., the D. L. & W. railroad and the sales department of the D. & H. Co., all the transportation will be free and also a portion of the hotel fare. This will reduce very greatly the cost of the trip, and no dealer should neglect to take advantage of this opportunity for recreation and education.

We have been receiving THE BLACK DIAMOND for many years and can not speak too highly of the methods pursued by the publishers for the interest of the retailer as well as the coal trade in general.—The J. G. Johnson Co., Manitowee, Wis.

I have been a subscriber to THE BLACK DIAMOND for several years, and can unhesitatingly assure you that I consider it the best of its kind published or known to me.—Paul P. Roehm, Calumet, Mich.



### Tennessee State Coal Mines.

During a recent trip made by Governor Cox, of Tennessee, through the eastern part of that state, he visited the state's mines at Brushy Mountain, where he made a thorough inspection of the plant and suggested a number of improvements to be made there. The governor stated that he was very much gratified at conditions at the mines, and is confident that this year will prove to be one of the most profitable in the history of the institution. But for the car shortage, last month would have been one of the best, if not the best, in the amount of coal marketed that the mines have ever known. The car shortage, however, seriously interfered with operations, and it was necessary to shut down the mines altogether.

#### Daily Average of 1,300 Tons.

During one day last month 1,600 tons of coal were mined and the daily average for the month during the days worked was nearly 1,300 tons. The governor stated that the prices were very satisfactory and the demand exceptionally good. Coke has been slightly off for some time, but now a big supply is being shipped out every day. This product is also bringing good prices. Governor Cox will at once take the matter of the car shortage up with the railroad officials and try to get assurances that in the future there will be an adequate supply, so that it may be unnecessary hereafter to shut down the mines to await cars. Not only is there a loss of the value of the day's output when the mines are not in operation, but the demoralization of the force consequent on the closing down for a day causes a decrease in the output on the days succeeding.

Ever since the mines were opened at Brushy Mountain the officials have had to contend with an insufficient water supply that has caused them no end of trouble and great expense, but Governor Cox has made an investigation of the matter and has suggested a remedy for this condition. When the plans outlined by the governor are put into operation the mines will be assured of an abundant water supply in the future. Several thousand dollars have been spent since the mines were opened in boring for water and in the erection of storage reservoirs, but little success has attended these efforts, and the operation of the mines is again impaired from a lack of abundant water supply.

#### Will Tap Bed of New River.

Governor Cox proposes to bring the water from New River, which is distant about one and one-half miles from the washer and but little further from the headquarters of the mines, by means of pipes. This river is a good sized mountain stream and will give not only an abundance of water for operating purposes, but will afford fire protection, which the mines have not so far had, owing to the scarcity of the water supply.

From the mouth of mine No. 3, one of the comparatively new mines at Brushy Mountain, in a direct line to a point under New River, it is about one and one-half miles. Under the governor's orders two entries are being driven back as rapidly as possible, and within a short time these entries will be directly under the river and about fifty feet below the bed thereof. It is proposed by the governor to pipe the water from the river through to the entry and thence through the entry to its mouth and thence to the washer and to such other points about the plant as will be necessary. There will be a direct fall from the bottom of the river to the entry of fifty feet, which will give an abundance of pressure to force the water through the pipes of the entry and to its mouth.

From the entry of mine No. 3, there is a fall of probably 150 feet to the washer and to the valley in which the tipples and mining operations are carried on. This fall added to that from the river to the mouth of the entry will give a pressure sufficient to force the water to any point needed. The plans have been submitted to the engineer in charge of the mines, and in his opinion they are perfectly feasible and will be carried to an early consummation.

Not only will these plans give the mines an abundant supply of water, but it will give to the convicts and employes a supply of the very best quality of drinking water. There is said to be no purer or better water in the mountains than that of New River, and coming a distance of over a mile and a half it will be free of all

mine gases or odors, and unlike the water in the valley of the mining operations, will be perfectly free from all contamination. Another feature of the plan that makes it all the more acceptable is the fact that the cost of the installation of the system will be exceedingly small and wholly out of proportion to the benefits obtained. The entries have to be driven anyway, therefore practically the only cost will be the amount necessary to put the pipes. The labor will, of course, be performed by convicts.

### State Coal Mines of Kansas.

A large vein of coal lies under the state penitentiary at Lansing and the surrounding country and is worked by the state convicts. The entrance to the coal mine is within the prison walls and the men work in squads, with a prison guard as the boss of each squad. Ordinarily the service of the convicts is hired out to manufacturers who pay the state an agreed wage, usually slightly over the cost of feeding the prisoners, and the men in the Kansas penitentiary who are not employed in the mines are hired out in this manner.

Kansas is one of the few states in the union that works its convicts in coal mines. During the winter as many as 400 prisoners are employed underneath the ground in this work. Kansas has not advanced further along the lines on which she has started than to the extent of supplying coal to state institutions. No prison coal is put on the general market, therefore the state government has escaped largely the protests that are usually aroused when convict labor is thrown in competition with free labor by the offering of prison-made goods. Some objection has been made by coal mine owners and mining companies that otherwise would have received a handsome sum from supplying state institutions where the fuel bill is now cut down by the use of the state mines' product.

Governor Folk has recently been much interested in the solution of problems presented by the system of contract labor in Missouri. He also gave out, during the recent prospective coal strike, an intimation that mines would be seized and operated for the benefit of the state were necessity demanded it. Other Missourians, whose interest in the subject was aroused, or increased, by that possibility have since suggested that it might not be inadvisable for Missouri to follow the lead of her neighbor across the border and acquire coal rights, not only against such a necessity as might be occasioned by a widespread strike, but for economical reasons.

#### System Often Entails Cruelty.

On the other hand, however, it is pointed out that the practice of working prisoners in the mines in Kansas is not entirely approved from a sociological and prison reform standpoint. For one thing, it is such a different work from that in which the average prisoner has been engaged—if he has ever been employed—as to be almost cruel in the hardships it entails. A prisoner is assigned to the coal mine, put in charge of his squad boss, given the mine garb, a small lamp and tools, and thus transformed almost instantly from, possibly, a bank clerk, or other clerical worker, to the hardest and most unpleasant sort of manual labor. He is required to get out a stipulated amount of coal, and the opponents of the Kansas system say there is little or no attempt to temper the wind to the shorn lamb. In other words, the man who has come direct from a clerkship or some similar work is required to get out practically as much coal as the farmer or laborer who is inured to physical labor.

In the event that a coal miner who is used to this character of work should be put alongside an ordinary laborer, there would be, again, little distinction, if any, in the results required, although the experienced miner could easily mine twice as much coal as the laborer, equally as strong, who, perhaps, had never seen the inside of a coal mine. This causes the inexperienced man in the state mine to be constantly in trouble and receiving punishment, unless he is assisted by his more experienced working companion. And this assistance is not always given, it is claimed, without some favor being required in turn.

#### Training School for Crime.

Certain phases of conditions in the Kansas penitentiary coal mines that are objectionable are

spoken of by the author of "A Kansas Inferno," who is a life prisoner in the Lansing institution, as follows:

"This mine is 720 feet beneath the surface, and here conditions are such that the rule of silence, maintained in all other departments of the prison, can not be enforced, and the prisoners congregate and converse freely. The theory and practice of crime and all its nefarious methods and principles are freely discussed; new ways and means are devised and old errors corrected by comparing experiences. Thus the novice in crime is instructed under the tutelage of experts, and every good instinct in his bosom is blasted by the association."

While there are only a few states in the union which work convicts in mines, the practice is carried on in some of the countries of the old world, and prisoners are made to work in salt, sulphur, coal and other mines. A large number of the Siberian convicts, including political prisoners, are worked in the mines, where they wear heavy chains that bind the legs, and often spend whole months underground.

### Production of Kansas in 1905.

The coal production of Kansas, like that of Iowa, has increased regularly since 1896. In that year the state's output of coal was not quite forty-five per cent of what it amounted to in 1905, which was 6,463,329 short tons with a value on the spot of \$9,410,632.

The increase in production in 1905 over 1904 was only 130,022 short tons, or about two per cent, and this was accompanied by a decline in prices which resulted in a decrease of \$230,139 in value. The average price of coal per ton in the state declined from \$1.52 in 1904 to \$1.46 in 1905. As in Iowa, however, the decrease in value was in part compensated for by a decrease in the number of men employed.

It required 12,198 men for an average of 213 days in 1904 to produce 6,333,307 short tons, whereas there were only 12,006 men employed for an average of 212 days in the production of 6,463,329 tons in 1905. From this it is found that the average production per man increased from 519.2 tons in 1904 to 538.3 in 1905, while the average daily production per man increased from 2.44 tons to 2.54 tons.

The use of mining machines in this state does not affect results. In 1905 there were three mines which reported operating a total of ten undercutting machines. The machine mined product amounted to 19,101 tons. In the preceding year five machines produced 10,600 tons.

Labor troubles among the miners in Kansas were negligible in both 1904 and 1905, and had no influence on the production. Strikes which varied in duration from two days to thirty, were reported in 1905 from nine mines. The most serious suspension was at the mines of the Home Riverside Coal Co. at Leavenworth, where 616 men were on strike for eleven days. In all, 1,482 men were idle at various times for an average of ten days, the total time lost amounting to 14,686 working days, or only a little more than 0.5 per cent of the total working time.

Coal mining in Kansas, as in other states where the industry has been carried on under agreement with the United Mine Workers of America, is conducted on a basis of eight hours per day, although a few mines report nine and ten hours to the working day.

The matter of penalizing the men who stood by the operators during the strike in the southwest will, in all probability, be compromised. The unions regard the action of these men as placing them outside the pale of the unions, and the miners' organization has demanded that these men pay a reinitiation fee of from \$25 to \$75 in various sections of the southwest, according to the extent of the loyalty displayed by the men. The operators have agreed to the principle of the reinitiation, but insist that \$10 is enough for the men to pay. It is probable that this figure will be accepted by the miners, as it involves the complete recognition of the union, and gets around what might be a bone of contention. Neither side is anxious to rub against the barbed wire fences which are all around the agreement.



## Mining in Ohio During 1905.

Chief Inspector of Mines Geo. Harrison on July twelfth filed the annual report of the department of mines of Ohio with Governor Harris, covering the calendar year 1905. The report is replete with interesting data and statistics bearing on the coal and other industries coming under the department. It also contains illustrations of late inventions in mining machinery, a cut of a mine map showing the inside workings of a mine accurately laid out and mined accordingly; also a cut of the late R. M. Haseltine, ex-chief mine inspector, and a short biography on his life and connection with the department for twelve years.

As already stated in advance figures given to the public some little time ago, the coal tonnage amounted to 25,834,657 tons, an increase of 1,250,842 tons. The number of persons employed was 44,193; average time worked 169 days. The per cent of pick-mined coal was twenty-six per cent; machine-mined seventy-four per cent. There were 1,146 mining machines and 214 motors in use in 235 mines. One thousand seven hundred and eight inspections were made and 290 improvements recorded. The average tons lump coal mined per day by pick miners was 2.58 tons; for the year 435 tons. The average number tons lump coal produced by drillers, shooters and loaders per day was 4.06; for the year 686. Average number tons lump coal produced by machine cutters per day was 29.1 tons; for the year 3,033 tons.

The fatal accidents numbered 114, a decrease of four as compared with the preceding year; serious accidents amounted to 372; and minor 171. Total number of casualties 657. The number of persons employed for each life lost was 388; one serious accident to every 119 persons employed. Two hundred and twenty-six thousand six hundred and twenty-eight tons of coal were mined to the life lost.

Forty-two new mines opened up, fifty suspended and thirty-three abandoned. One hundred and twenty-one second openings were made during the year, the largest number ever recorded in the history of the department. The resignation of four district inspectors were recorded and accepted during the year. Notwithstanding the changes that took place, necessarily interfering somewhat with the work of the department, the general conditions of the mines throughout the state reflects great credit upon the force of inspectors.

## Coal Production of Montana.

The coal output of Montana amounted in 1905 to 1,643,832 short tons, valued at \$2,823,350. The coal mining industry of this state has shown comparatively little change during the last eleven years. Although the production in 1905 exhibited an increase of 284,913 short tons, or twenty-one per cent over that of 1904, it exceeded by only 130,000 tons the average production during the preceding ten years and was a little less than the output reported in 1897 and in 1900.

The Montana returns for 1905 do, however, indicate an unusual demand upon the coal mines of the state in that year, for there was not only an increase in production but prices showed a decided improvement and the total value an increase of \$628,812, or 28.6 per cent, from \$2,194,538 in 1904 to \$2,823,350 in 1905. The average price advanced from \$1.61 to \$1.72 per short ton. The larger part of the coal produced in Montana is sold for locomotive use and the improved conditions last year were doubtless due to increased business with the transportation companies.

Notwithstanding the increased production in 1905, the number of men employed was considerably less than in 1904, while the average number of working days was the same. The total number of men employed in 1905 was 2,181, as compared with 2,505 men in 1904. The average number of days worked was 243 in both years. The average production per man in 1905 was 753.7 tons, against 524.5 in 1904.

One mine in Montana was closed from January first to August nineteenth by a strike which had begun in August, 1904. This mine employed a total of 200 men, and it is the only instance of labor trouble reported in Montana during the year.

There were fifty-eight mining machines in use in Montana in 1905, against fifty-seven in 1904, and sixty-three in 1903. The machine mined production in 1905 amounted to 752,665 short tons, or forty-six per cent of the total output, as compared with 482,924 short tons, or 25.5 per cent of the total output in 1904.

## Law Is Unconstitutional.

The supreme court of Illinois has declared unconstitutional the law requiring coal mine operators to maintain washrooms for the convenience of their employees. The law, which was passed in 1903, provides: "That every owner or operator of a coal mine in this state shall provide and maintain a washroom at a convenient place at the top of each mine for the use of the miners and other employees of such mine; and such washroom shall be so arranged that such miners and other employees may hang therein their clothes for the purpose of drying the same."

A criminal proceeding was instituted against an operator in Sangamon county who did not comply with the law. Conviction followed in a justice court and it was upheld in the circuit court. It was from this that the appeal was taken. Chief Justice Scott delivered the opinion of the entire court, with the exception of Justice Hand, who dissented.

The salient points in the decision are summarized as follows:

"The only purpose of this act is to promote the health of miners and other persons employed in coal mines. Many men in this state are employed in the foundries and steel mills who work in a higher temperature than do the miners, surrounded by conditions deleterious to health and inimical to longevity. The convenience provided for by this act is not less desirable to them than to the coal miner.

"While the power of the legislature to form classes in reference to which the police power may be exercised is unquestioned, there can be no discrimination among individuals in forming such classes unless there is some difference in their condition which causes them to naturally fall into different groups.

"It is apparent that a statute of this character, providing that a washroom should be provided for miners working at a greater depth than 200 feet below the surface and making no similar provision for miners working at a lesser depth, would be unconstitutional, because it would make an arbitrary distinction between individuals surrounded by the same conditions.

"We think the act in question when considered as an exercise of police power, is properly the subject of the same objection. The fact that it proposes to benefit workmen employed in coal mining does not make it valid in view of the fact that laborers in other employment are surrounded by like conditions and are equally in need of the benefit of this statute.

"It is manifest that for the purposes of this statute no such distinction exists between coal miners and workmen in many other occupations in this state. The evil at which this statute is aimed is one that is not visited alone upon persons employed in coal mines. The legislature can not ameliorate the coal miners' condition under the guise of an exercise of the police power and leave others unaided who suffer from like causes."

A delegation of six hundred Frenchmen visited the Hibernia coal mine at Herne, Westphalia, in Germany, during the last week of June as an acknowledgement of the relief work of the party of fifteen life savers sent from there March twelfth to Courrieres, department of the Pas-de-Calais, to assist in the salvage operations after the disaster there by which about 1,200 persons lost their lives. Among the French visitors were the survivors of the Courrieres catastrophe; a son of ex-President Carnot, who acted as chairman of the delegation; members of various corporations and of the Paris University; representatives of the Paris fire brigade and several officials of high rank.

## Foreign Coal and Coke Notes.

Efforts are being made to overcome the depression of the coal mining industry of New South Wales through the low prices now received for the product. One colliery has a contract for supplying best Borehole coal at \$1.64 at the pit's mouth, representing \$1.82 on the dyke at Newcastle. Probably \$2.06 is the highest obtained for Borehole coal at present. Maitland coal ranges from \$1.70 up. One colliery official said that if they could secure twenty-five cents more a ton they would do well. For the second class Macquarie coals the price has fallen to \$1.21 per ton. Miners have been receiving higher wages than the price of coal would justify, and both they and the owners are anxious for higher prices. A combination for effecting this has therefore been formed and coal prices advanced nineteen cents on the ton, with a further similar advance probable at the end of the year.

At the present time China, possessing within her territory a total area of coal-bearing formation probably greater than that of any other country, is almost entirely dependent for her supply upon the output of the Japanese mines. It is bad enough that a country possessing unlimited supplies of first-class anthracite and bituminous coal should elect to purchase its fuel supply abroad, but the position has been aggravated during the past year by the rise (averaging about seventy-five to 100 per cent) in the price of Japanese coal, and by the fact that the supply from Kiushiu mines, the chief mines of Japan, is unable to keep pace with an ever increasing demand. It is evident that such conditions must seriously hinder a commercial development, which is still in its initial stages; in every branch of trade and manufacture the want of an adequate fuel supply is keenly felt. The situation is one which vitally affects American interests. China, by virtue of cheap labor, cheap materials and a silver basis of currency must inevitably assume before long an important place among manufacturing countries; it is useless to blink at the facts or discourage her efforts in this direction, for to do so amounts simply to putting a premium upon other competition without benefit to ourselves. Rather should it be the object of American enterprise and capital to obtain as firm a foothold as possible in China, and to assist in every way the development of resources which must eventually yield a generous return. It may be taken as an axiom, however, that no mine under native official management will ever prove a commercial success and one of the first objects to be aimed at should be to obtain from the Chinese government the right for private individuals, native and foreign, to form mining companies, without undue official interference. The existing regulations under which minerals may be exploited (as notified by proclamation throughout Hunan and Szuehuan) are equivalent to a total prohibition of mining enterprise, and were probably so intended from the outset.

European scientists are celebrating the fiftieth anniversary of the discovery of the utility of coal tar. At that time its utility as a dye-stuff became known and since that time science has put it to a thousand uses until it has become the medium of endless chemical utilities. One factory in Germany, devoted to the creation of coal tar products, employs 4,500 workmen, including 145 graduate chemists, all having received their doctor's degree, 175 engineers and 500 clerks. This firm alone owns 1,200 German and 1,400 other patents. The possibilities still lying dormant in coal tar fire the imaginations of chemists. One chemist concluded a paper read before a body of chemists recently as follows: "What these raw materials obtained furnish in the future is a matter of conjecture, but if you will permit me to prophesy, I think we will surely find remedies which will cure consumption and other diseases caused by bacterial infection. We will have perfumes which will be stronger and more beautifully scented than anything which nature can produce. We shall find explosives which will not endanger human lives in the handling, but which will be more effective than nitroglycerine and all others known at present. We shall be able to preserve materials of food for any length of time without injury to the health of the consumer."



# Reports from Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, July 19.

The anthracite coal market is quieting down quite materially from the status prevailing previous to this week and the indications are that the usual summer dullness is already upon the trade, though in past years it rarely approached before August. While there is a fair movement of coal from the mines which is apparently being distributed to the trade in the various consuming localities on orders previously placed, there is little new business available at the moment. This is decidedly in contrast with several weeks past, though the situation is accepted generally as one that can not be avoided this year, owing to a greater amount of coal being carried by the dealers, holding over from their heavy purchases earlier in the year.

## Further Curtailment of Production Expected.

As yet there has been little, if any, accumulation of stock in first hands, and the shipments so far have been afforded enough room, in consumers' yards, to prevent this, but in the event of mining continuing at a full capacity for any length of time it would materially have the effect, under the present condition, of filling up all vacant storage room, making it necessary to put a surplus in stock or to restrict the output at the mines.

The latter course is more likely to be pursued, as the storing of large quantities of coal is not a profitable investment, although a certain amount of reserve tonnage at certain points is always desirable to facilitate the winter distribution of it. Under these conditions operators will undoubtedly take advantage of the reduced requirements during the next month or six weeks to make such repairs and improvement to machinery and mines as may be needed. This is an opportune time to shut down operations for such work, thus limiting the tonnage to actual demands, and avoiding a period of total idleness which is apt to interfere with the trade which requires almost daily attention.

Trade eastward is comparatively light, and shipments upon it are reduced from what they were, although because of occasional unexpected orders being sent in the business is held fairly steady. There is also a demand for additional cargoes from the light water draught ports, which can only depend upon the open season for their supply, usually taking it in earlier than the deep water ports

in order to avoid the fall advance in vessel freights.

The all-rail business, taking coal direct from the mines, keeps fairly steady and is more regular in producing orders than other branches of the trade.

This trade is helping out to a great extent, in permitting shippers to distribute the coal in these inactive times, and is frequently the principal market to which shipments can be made in any quantity. The car supply being good, with practically all roads, this class of orders is receiving prompt attention in delivery, with no restrictions likely to be put upon it before the fall trade sets in. A large proportion of the mine tonnage is now going to more western markets and to points in Canada which have not yet been fully supplied, so that they will take considerable more coal to fill their requirements.

The trade at New York harbor is quiet, taking but little coal, with dealers well supplied, and no demand at retail of any account to affect their stocks. The steam grades are very heavy, making it difficult to move them in all instances. Prices on the products of the individual shipper are suffering in consequence because of congestion at the shipping ports.

## Seaboard Bituminous Trade Not Active.

The Atlantic seaboard bituminous coal trade does not show much change and any improvement reflected is merely of a sporadic character, affecting but few localities. This, of course, is the time when the dullness is on in its fullness, where producers have to curtail shipments to keep within the number of orders in hand, and to estimate from day to day as to the amount of coal required.

Most of the shipments going forward are on business which has been forced upon the consumers. The producers who are keeping slightly short of coal for present needs are in a stronger position than those having a surplus. The shippers of the lower grades are feeling this most keenly. Indeed, many producers are questioning if it is a good policy to urge shipments upon consumers at this time, as it is being considered by them somewhat of a favor to take coal upon their contracts. The sentiment displayed by the operators in this connection is that eventually the natural consumption of coal must exhaust itself and bring about a reversion of conditions, which should bring in a good supply of orders without favors having to be accepted.

Many of the officers in the trade are taking advantage of the prevailing quietness as an opportune time to take vacations for such periods as can be spared away from business, and many are now indulging in a trip to the seashore and country, in order to get away from cares and duties for a spell of recreation.

Prices do not appear to be affected, as they are about as low as operators will permit them to go, preferring to shut down their mines and keep the coal until better prices are offered.

The settlement of the Clearfield coal strike during the week is generally looked upon as being a victory for the operators in having obtained the open shop, which was the only thing fought for, the miners agreeing to the wage scale offered them on April twenty-eighth. It is to be hoped that under the new arrangement of things greater prosperity will attend the production of coal in that region.

## Trade in the Far East Is Dull.

Trade in the far east continues dull. But the terminal points at the lower ports, from which the heavier tonnage comes, has been curtailed in shipment for the past few weeks more than heretofore, and accordingly the pressure for placing this coal has been reduced. Quite a good deal of coal, comparatively, is going forward to this territory on light draught water business. The consumers in this class of trade know they can not postpone shipments until the fall without paying a heavy penalty in the way of coastwise freights. In this connection it is understood that the New Haven road has strengthened its bridges and otherwise has improved its facilities, so that the restriction to certain classes on all-rail delivery of cars has been lightened materially. They have been a serious handicap in the past and will bear further concessions.

Trade along Long Island sound is very quiet and most shippers are looking for orders to come in from there in only a desultory sort of way. So few shipments are going to it that the barge lines catering to this business have a portion of their equipment laid up awaiting increased activity. The coastwise vessel market remains quiet, a number of coal vessels taking outside freight at higher rates. Philadelphia quotes as follows: Boston, Salem and Portland, 60@65c; the sound, 50c; Lynn and Newburyport, 80c; Portsmouth, 65c; Saco and Gardiner, 90c and towage; Bath, 85c; Bangor, 70@75c.

# Market News from Buffalo and the Great Lakes Trade.

BUFFALO, July 19.—(Special Correspondence.)—No improvement has been shown in the anthracite market this week; in fact, conditions are even more sluggish than a week ago, if such a thing is possible. Local dealers say that there is no likelihood of a stronger tone to the market previous to the opening of the winter season, along the latter part of August.

"Conditions may be summed up in few words," said a leading sales agent yesterday, "for there's simply nothing doing. Local business is at a standstill, line orders are nil, the lake forwarding has fallen off one-third during the past six days. There is absolutely no pressing demand for anthracite anywhere. Really, so far as the market is concerned, the miners might just as well have taken a month as a week's holiday in which to show their patriotism. But present dullness is making for a lively fall trade, and I predict that our people will have one of the best seasons in the history of the business. That's saying a good deal, but the outlook justifies the prophecy. Everybody appears to be waiting. Even at upper lake ports, where there is usually a good inquiry right along during the shipping season, one would think the trade had gone fishing, so quiet is it. The fact is that the lake

docks were never so well stocked in the first months of navigation. That comes as the direct result of such extensive winter loading, and it is likely that the plan will be followed more generally in the future than it has been in the past. No doubt some of the companies who put no coal aboard until the opening of navigation this year will be active in looking for winter hull storage next January."

Lake shipments for the week ending Tuesday night were only 49,246 tons, as against 65,875 tons for the previous week. Eight ports were represented in the business, but Chicago received one-half the consignment. Amount forwarded was distributed as follows: Chicago, 24,500; Milwaukee, 12,275; Port Colborne, 450; Superior, 6,300; Waukegan, 3,766; Toledo, 1,200; Marinette, 880; Port Washington, 1,075 tons.

C. L. Thompson, western sales agent of the Susquehanna Coal Co., of Erie, Pa., was a caller in the city for a few hours on Tuesday. His report was corroborative of the opinions expressed above.

Not in years, except during the great strike of 1892, has it been as quiet along the coal loading plants of Buffalo's lake front, at this season of the year, as at present. Although not all the

dock superintendents have gone on their summer vacations, there is no good reason why they shouldn't be starting if they are so inclined.

The feeling of confidence in the bituminous market reported last week continues. There is a lively demand and prices are firm with advances in some quarters.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending July fourteenth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad-top	Cumberland	Total
Week ending July 14, 1906...	13,247	20,402	33,649
Corresponding week, 1905....	7,536	21,389	28,925
Total for 1906.....	107,329	606,783	1,014,112
Corresponding period, 1905....	569,739	482,752	852,491

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 161,621 tons.



### The Baltimore Shipping Trade.

BALTIMORE, MD., July 19.—(*Special Correspondence*).—The bituminous market here during the past week shows some further signs of weakness. Taken in connection with the announcement of the settlement of labor troubles in the Clearfield district, the prospect of a release of further coal from that section onto an already sagging market is having its effect. This cause, however, is debatable, and many incline to the belief that what weakness was shown was more directly attributable to expected seasonal dullness of demand than to anything else.

The settlement of the Clearfield troubles came as rather a surprise to many, as not a few inclined to the belief that there would be no rush on the part of the operating interests to get the men back at work at a time when the market is so weak. Reports from the district, however, indicate that a good part of the 20,000 miners who were out are back, and that the next two weeks will probably see a restoration of normal conditions in the section.

There was no perceptible break in many of the better grade coals, especially by interests of a more extensive character, and the low sales were for the most part through some small independents who were willing to sacrifice. The larger concerns, backed by contract business, seem to be holding up fairly well. Many are not hustling for business in this, the slack season, existing contracts at fair profits being relied on, rather than new business sought at present market rates with small or no profits.

Some of the lower grade coals through independent sources were reported as procurable at seventy and seventy-five cents, and one agency reported securing a considerable amount at sixty-five cents. This latter was exceptionally low, and as a matter of fact below production cost.

#### Local Demand Is Light.

Real summer lassitude prevails here in the matter of demand for strictly local consumption. While a big shipping center for tidewater and foreign moving coal, Baltimore is not a great bituminous consuming center, when its population is considered, at any season, and while a fair amount of coal is being consumed it is mostly on contract and there is but little new business originating here at present.

Shipments to New England points continue heavy, in spite of the reports that many of the mills and other industries there are already well stocked with fuel. Not a little of this is supposed to be finding its way into storage for future consumption when the awakening comes in the fall.

#### Ocean Rates Still High.

Charters for southern coast points are still high, because vessel owners fear hurricanes at the present season of the year. A number of charters have recently been announced for Mexican and South American points, as well as around the Horn to San Francisco. The first named are largely on return trips of vessels which brought ore here to the Maryland Steel Works. Last year the Maryland corporation imported 681,000 tons, mostly from Daiquiri, Cuba, it being cheaper to pay the vessel rates and import charges than to bring the ore all-rail from the lake territory of the United States. The vessels which bring this ore fit in nicely in the coal trade business for Central and South American shipments.

State's Attorney Austin A. Wilson, acting for the state of Maryland, under the new Sherman differential law passed by the last legislature, has filed a petition in the circuit court of Allegheny county against the Cumberland & Pennsylvania railroad, to give cause why its charter should not be forfeited. The so-called differential law was designed to force the Baltimore & Ohio railroad to remove the fifteen cent differential freight rate against the coal of the Georges Creek mining region, which rate favors the West Virginia and Myersdale, Pa., coal regions. The Cumberland & Pennsylvania is a coal road owned by the Consolidation Coal Co., in which the Baltimore & Ohio railway also had considerable interest by reason of its majority holdings of Consolidation Coal Co. stock until the recent sale of those securities.

### The New England Trade.

BOSTON, MASS., July 19.—(*Special Correspondence*).—There is but little demand for anthracite coal in this market, it seemingly having felt the effects of the hot weather prevailing during the past week. No special improvement can be looked for until the torrid season is over. This applies more particularly to the retail trade, both as to sales and purchases, and what trade is accomplished is insignificant as to giving the desired relief.

Wholesale business shows a better tone, and is taking on an occasional cargo to keep the supply at discharging ports sufficiently full to provide for all possible wants. Shipments are also being made to the shoal water ports, where buyers are obliged to be more forehanded in receiving their winter's supply to avoid the usual fall shortage in suitable craft, and a possible advance in ocean freights.

The all-rail trade continues regular in its requirements, which is appreciated, as it takes considerable tonnage unprovided for at the tidewater ports, giving the desired relief accordingly. Shipments to the more distant Eastern and lower Canadian points, all-rail, are still quite active, with a good amount of business in prospect. The steam grades of anthracite are very flat. Consumers using this fuel still have ample stocks on hand for all immediate needs, having stored too generously during the strike agitation to give any relief to the situation.

#### Bituminous Market Quiet.

The bituminous coal market is exceedingly quiet. Pressure is being brought to bear, in an effort to force contractors to take on more coal than has been done in the past few months. This condition has about reached a point where there is likely to be a tendency to concede something, in order to move the coal. Stories of some cutting in prices have been current in the trade for some time, yet one can not see how any depreciation in values can help the situation in its present status. It would rather incline to further depress and delay the business so much desired; if participated in, to any extent, it will produce a condition from which the market might not be able to recover, even when the trade picks up.

The Eastern market has been peculiarly situated this year, by reason of the heavy accumulation of coal against strikes, making it dull, with less orders available than shippers have been accustomed to, but this trade can not be urged or encouraged by price. Being entirely a matter of personal convenience with the buyer, it is best to wait for his desires. Thus in due time the trade will develop on profitable lines, in sufficient quantity to satisfy everybody. The effort on the part of all producers, shipping at different ports, to place some tonnage here in order to get relief, has probably been responsible for the rumors made.

### The Philadelphia Coal Trade.

PHILADELPHIA, PA., July 19.—(*Special Correspondence*).—Anthracite coal trade conditions show no change of importance from last week, and the amount of business being transacted is fully up to normal for this time of the year. Most of the coal now being produced is shipped upon orders that had been previously placed. With the general trade that requires regular shipments it is about sufficient to absorb the tonnage available, as outside of this trade there is no great demand.

There is still a considerable amount of business in the hands of the larger producing companies, making this territory comparatively active. This is probably due to the shut-down of the mines during the first week of the month, causing shipments to be further extended. The steam grades are, however, not moving off freely, and are inclined to be heavy with most interests. There is good reason for this lack of activity. It had been anticipated early in the season because of the enormous stocks accumulated at that time by the large consuming interests. The heavier purchases

were made by the traction companies throughout this section of the State and New Jersey, as also the big manufacturers using this coal. With the stocks evidently not sufficiently diminished to warrant replenishing, the demand for them is naturally small.

Shipments to points in the East, around the Delaware cape, are of fair proportions, with the light water-draught business receiving the preference at present. The local retail trade is somewhat quieter, it feeling the effects of the usual summer dullness.

#### Clearfield Settlement Was Opportune.

The feature of importance in the bituminous coal trade this week has been the adjustment of the labor trouble, which had brought about a strike lasting fifteen weeks. The time of settlement was quite opportune, as the important contractors had become anxious about their future supply of coal. The terms of agreement arrived at for the current year's mining are favorable to the operators, they having practically succeeded in obtaining all the concessions which they demanded from the miners. The siege that the operators had to endure, in keeping their mines idle, to obtain a more advantageous position in the market, is gratifying as the results are fully commensurate with any temporary loss of tonnage. Enough business has been held open by appreciative customers to give them an active period of mining for the balance of the season.

Otherwise trade is quiet, with very little demand for coal at the shipping ports. The all-rail shipments are slightly more regular in reaching shippers hands, which gives some relief in these times. Prices on the better grades of steam coal are well upheld, and \$1.15 to \$1.25 f. o. b. cars at the mines is asked for on current shipments.

### Mexican Mining Laws.

J. A. Le Roy, American consul at Durango, Mexico, reporting on the possibility of changing the mining laws of Mexico, says:

"There is talk of a comprehensive revision of the mining laws of Mexico, not with a view to any radical changes, but to make a more harmonious whole of the accumulation of legislative enactments, executive decrees, etc., that have grown up since 1891; also with a view to certain changes advocated by the mining interests in the matter of fixing boundaries, size of claims, methods of registration, and payment of claim taxes. The project was also broached of restoring the former right held by the government over deposits of oil and coal as over other mineral deposits.

"It is the principle of Mexican mining law, inherited from Spanish law, that the title to mineral riches vests in the state, and not in the individual possessing the surface of the soil, and in granting mineral patents the government gives the applicant only the right to remove the minerals. In practice a Mexican mining claim, so long as the requirements governing its issue are complied with, is to all intents and purposes the same as title in fee simple. The distinction in principle remains, however, to the extent that it gives the state full authority and control and the right to insist upon the conditions which it stipulates with regard to the development of the riches covered by the conveyance.

"This principle of reserving fee simple in the state was abandoned at the time of the promulgation of the present mining law with reference to deposits of coal and oil, the rights to them passing with the title to the surface of the soil. It has been urged that the development of Mexico's coal and oil resources was not proceeding with the rapidity that it would if the large landowners did not possess the title to such wealth underneath them.

"The government has had a committee studying the advisability and legality of a change of the law in this respect, making coal and oil deposits subject to the same principles, as are other mineral deposits, but the report is understood to have been adverse and the matter dropped."



## Death of W. Beaumont Whitney.

W. Beaumont Whitney, senior member of the firm of Whitney & Kemmerer, coal miners and shippers, died on Tuesday, July seventeenth, at his home at 146 East Walnut lane, Germantown, Philadelphia. Mr. Whitney was seventy-four years old and had been connected with the coal business for fifty years. He was born in Naravino, Wis., in 1832, and was educated in Cincinnati, Ohio.

Mr. Whitney went to Philadelphia, October

and became agents for the sale of upper Lehigh coal, the colliery being owned and controlled by John Leisenring and his friends. Upon the death of Mr. McCreary in 1879 the firm became known as Whitney & Kemmerer and has continued in business down to the present time. As one of the oldest firms in the anthracite trade, Whitney & Kemmerer are firmly established and have an enviable reputation for honesty and fairness, strict busi-

ated on a ten-hour day. Sixty-two mines employing 10,801 men, or considerably more than half the total number, reported a ten-hour day. Thirty mines employing 3,320 men reported nine hours, and twenty-four mines employing 1,069 men reported eight hours. Three mines worked their men nine and one-half hours and two mines worked them eight and one-half hours.

### Larger Number of Fatalities.

The number of fatalities in 1905 was 185 against eighty-four in 1904, fifty-seven in 1903, fifty in 1902, forty-one in 1901 and thirty-seven in 1900. The large increase in fatal accidents in 1905 was due to an explosion in the Virginia mine of the Southern Steel Company in which 112 men were killed. Except for this the record of 1905 would have been better than that for 1904.

The Alabama coal fields form the southwestern end of the great Appalachian coal fields which extends from northern Pennsylvania to central Alabama.

There are four distinct coal producing basins or districts in the state, the Coosa, Cahaba and Warrior basins and the plateau regions. In 1905 six mines working four different seams were in operation in the northern end of the Coosa basin in St. Clair county. Their total output was 186,595 tons. In the Cahaba basin, twenty-four mines were in operation on eleven different seams. Except the one mine which is in Jefferson county, these are all in the south end of the basin in Shelby and Bibb counties. Their combined production was 1,547,784 tons, the 148 mines operating in the Warrior basin produced in 1904 9,791,356 tons of coal. This basin has always been the scene of the greatest mining activity and production in the state. The coal resources of the plateau regions are not well known, but they are comparatively small. In the eleven mines that were in operation there during 1905, 361,750 tons of coal were produced.

### Coal Production in Iowa.

Coal production in Iowa has exhibited a gradual but uninterrupted increase each year since 1896. The output in 1905, according to a forthcoming report of Mr. Edward W. Parker, of the United States geological survey, amounted to 6,781,909 short tons, which had a spot value of \$10,562,361. This is an increase of 261,976 short tons, or four per cent in quantity over the production of 1904, but of only \$57,955, or a little over 0.5 per cent in value. As in a number of states in the Mississippi valley region, the amount of coal produced in Iowa during 1905 was in excess of the market requirements, and prices generally declined. The average price for the entire state in 1905 was \$1.56 per short ton, as compared with \$1.61 in 1904, and \$1.65 in 1903. The number of men employed in the coal mines of Iowa decreased from 15,629 in 1904 to 14,913 in 1905. The average working time was the same, 213 days, in both years. From these figures it appears that the decline in price has been in part, at least, made up by an increase in the individual producing efficiency of the mine workers. The use of mining machines in Iowa does not exert any material influence on the production, the total machine mined tonnage in 1905 being less than three per cent of the total output. There are only five mines in which machines were used in 1905, and the number of machines in use was thirty-two. By the use of these 186,224 tons were mined. In 1904 there were thirty-nine machines in use and the machine mined product amounted to 175,742 short tons. There were strikes in only twelve mines during 1905. These mines employed an aggregate of 1,774 men, but all the stoppages were of short duration, averaging only six days' time lost for each of the men on strike. Of the total number of men employed in the coal mines of Iowa 13,569, distributed among 186 mines, worked on the basis of an eight-hour day.

## Alabama Coal Statistics.

Statistics of the coal production of Alabama during 1905, have been compiled by Edward W. Barker, of the United States Geological Survey.

They show that the total production of the year was 11,866,069 short tons, which had a value on the spot of \$14,387,721.

This was an increase in tonnage of 604,023 or 5.3 per cent and a gain in value of \$907,610 or 6.7 per cent over the value of 1904.

Compared with 1903, the year of largest production heretofore, the output in 1905 shows an increase of 211,745 short tons in amount and of \$140,923 in value. The average price per ton in 1905 was \$1.21 as compared with \$1.20 in 1904, and \$1.22 in 1903.

The returns show that 19,595 men were employed for an average of 225 days. The average output per man was 605.6 tons for the year or 2.69

ness integrity being at the foundation of their great business success.

Mr. Whitney has long been recognized as one of the foremost leaders in the Eastern coal trade, his counsel and advice being eagerly sought by the older as well as the younger men in the trade, and not only in the anthracite branch of the industry, but, as well, in the bituminous branch, in which his firm are large factors.

As a faithful and active member of the Episcopal church, Mr. Whitney has exercised a strong moral and religious influence, and has devoted much of his time and money to charity. His wife and three children survive him.

tons per day as compared with a daily output of 293 tons per man in 1904, when 17,811 men worked an average of 216 days and produced 11,362,046 tons of coal. The yearly tonnage per man in 1904 was 632.3 tons or 268 tons more than in 1905.

### Growing Use of Machines.

One of the notable features in connection with production of coal in Alabama during 1905 was the largest increase in the number of mining machines used and in the amount of machine mined coal produced. There were 196 machines in use in 1905 as against 141 in 1904, while the amount of coal under cut by machines increased from 577,317 short tons in 1903 to 741,170 tons in 1904, and 1,786,479 short tons in 1905.

Most of the larger mines in Alabama are oper-



W. Beaumont Whitney.



## Eastern General and Personal Notes.

Matthew Beddow, a coal operator at Minersville, near Pottsville, Pa., died on Thursday of last week. He had been president of Minersville borough council for twenty years.

Hugh Griffith, of Percy Heilner & Son, New York, left on Saturday for the Maine coast to enjoy a two weeks' vacation. He is located at Castine, Maine, and expects to do some fishing while there, and participate in the usual pastime of the coast.

John W. Robinson, the founder of what is now the Virginia Iron, Coal & Coke Co., died at his home at Graham Forge, Va., on Monday of this week, at the age of sixty-seven years. He was prominently identified with the company up to the time of his death.

Harry A. Munn, of New York, has taken summer quarters at Ridgefield, Conn., where he will remain during the heated term. In connection with his present residence he will find enough time to look after his coal business, taking the week end and over Sunday for recreation.

The schooner Matilda D. Borda, with a cargo of coal, from New York for Savannah, was found ashore at Gull Shoals, N. C., on Monday of this week. Eight men, comprising the crew, were landed safely by lifesavers at that point. The vessel is reported to be in good condition.

George M. Norris, sales agent of the Beech Creek Coal & Coke Co., New York, left on Friday of last week for the mountain resorts of eastern Pennsylvania, stopping over at the Delaware Water Gap on his way to Mt. Pocono. Mr. Norris expects to be away for about three weeks.

The Baltimore & Ohio railroad is surveying for a cut-off from Sand Patch, Pa., to avoid the tunnel there, through Frostburg to Pinto cut-off. This route would put Frostburg on the Pittsburg division of the Baltimore & Ohio and would take such traffic as now passes through Cumberland.

W. A. Marshall, of New York, has left for the south on a trip of both business and pleasure, and will be gone for a week or ten days. It is not often that Mr. Marshall gets away from office duties, yet he is one of the most strenuous workers in the trade, greatly meriting this brief period of recreation.

The operation of the Somerset Coal Co., at Jenners, Pa., to be known as Jenners No. 2, is expected to become one of the largest in Somerset county. The foundations for the tipples and other large buildings have been completed, brick and concrete being used exclusively, and work on the superstructures and equipment is being pushed.

E. M. Smith, of Pittston, Pa., has leased four hundred acres of valuable coal lands near Hazelton, Pa. The tract carries the Buck Mountain as well as the Mammoth vein of coal, and experts give it as their opinion that the entire tract contains over twenty million tons. It is the intention to erect a breaker at once, equipping it with the most modern machinery.

The H. C. Babcock Co., at the foot of East One Hundred and Twenty-eighth street, New York, has taken over the coal plant at One Hundred and Twenty-sixth street and Park avenue, recently vacated by F. B. Wood, who has retired. Both plants will be operated by the Babcock company, thereby increasing its facilities to transact a larger business.

C. M. Stuart, of C. M. Stuart & Co., Albany, N. Y.; E. B. Ashton, of the Saratoga Coal Co., Saratoga, N. Y.; H. G. Dewey, general manager Coal Co. of Fulton County, at Fonda and Gloversville, N. Y., were in New York last week on a business trip, calling upon a number in the trade. The party made a trip by automobile to Coney Island to view the sights of that popular summer resort before returning.

Bids for the coal supply of the armory board of New York city, on 4,250 tons of anthracite, egg, stove and nut, were opened on July

twelfth, showing the following bidders: Manhattan and Bronx boroughs, 2,300 tons, Burns Bros., \$5.80; G. F. Sinram, \$5.84; Wm. Farrel & Son, \$5.74; Curtis-Blaisdell Co., \$6.15; M. L. Bird, \$6.10. Brooklyn, 1,950 tons, Bacon & Co., \$5.93; Moquin-Offerman-Wells Coal Co., \$5.40; A. J. & J. J. McCollum, \$6.14.

The Troy Coal Co., of Wilkesbarre, Pa., has had filed a mine lease during the week, giving the company the right to mine all the merchantable anthracite coal from a tract of land in Exeter township, consisting of about 200 acres. The following royalties are to be paid to the owner of the land: All the prepared sizes, fifty cents per ton; pea coal, twenty-five cents a ton; No. 2 buckwheat, six and a quarter cents and No. 3 three and one-eighth cents per ton. The officers of the company are William Brewster president and John H. Dando of Wilkesbarre, Pa., secretary.

Now that the labor dispute between the operators and miners of the central Pennsylvania bituminous coal field has been settled, after an idleness of over three months, there is likely to be an effort made to resume mining on as large a scale as possible. The men do not seem eager, however, to get back to work and instead of returning on Monday, as was expected, they held a convention at Clearfield on Tuesday, delaying their returning until Wednesday, when some of the mines got started. A full return of the men may be slow, as many are said to be away, retarding the output.

The shipments of coal over the Chesapeake & Ohio railroad during May were 949,474 tons, an increase over the same month in 1905 of 247,299 tons, and also a gain over March and April of this year of 186,000 and 198,000 tons respectively. For the eleven months ending May thirty-first the coal tonnage amounted to 8,544,747 tons, an increase over the corresponding period of the previous year of 1,385,832 tons. The coke shipments were 441,063 tons, a gain of 153,596 tons over last year, making the total amount of coal and coke shipped in eleven months 8,985,810 tons, an increase of 1,539,382.

The Boston Chamber of Commerce reports that the receipts of domestic anthracite and bituminous coal at Boston, Mass., the past month and since January first this year have been. Anthracite, 190,089 tons and 785,970 tons, as compared with 190,053 tons and 988,567 tons last year, respectively, a decrease of 202,597 tons; bituminous, 220,269 tons and 1,504,028 tons, as against 292,573 tons and 1,391,376 tons in 1905, respectively, an increase of 112,652 tons. Receipts of provincial soft coal to July first were 303,679 tons, as compared with 314,189 tons for the same period last year, a decrease of 10,511 tons.

No statement was given out following the meeting last week of the executive committee of the Huntingdon & Broad Top Railroad Co. as to a possible dividend on the common stock, although this can not be paid until the preferred has received seven per cent. The common stock has paid no dividend since 1904, but the road has done so well during the first six months of 1906 that there is expectation that the dividend may be resumed. To the end of June coal shipments increased 154,994 tons, or nearly twenty per cent, and the indications point to a greater increase during the remaining half of the year.

S. B. Elkins Jr., general manager of sales of the Elkins Coal & Coke Co., New York, returned on Monday of this week, after spending three weeks at Metapedia, Quebec, fishing salmon in the Restigouche. Mr. Elkins was the guest of R. W. Goelt, of New York, making headquarters at his camp while there. His trip was a most successful one and greatly enjoyed, as there is no sport more dear to the heart of a fisherman than to catch a ten or fifteen pounder, it requiring the greatest skill to get them under control and then to land them. He took as many as seven in a day, with a total catch of forty-

six, the largest one weighing thirty-five pounds. There was enough for all his friends, who were generously provided for, and it was a most delectable offering.

Papers were signed in Scranton, Pa., last week preparatory to taking an appeal in the noted Shaleen miners' certificate case to the supreme court of the United States. The Delaware & Hudson Co. is the real appellant. In an effort to prove the validity of the certificate act it has been successfully defended in the local superior and supreme courts of that state. In the superior court, however, the company obtained a ruling which upheld the law only in part, and that the section requiring a two years' apprenticeship in the mines of Pennsylvania was void, being in contravention with the constitution of the United States, in that it made a discrimination against other states. The supreme court reversed the decision of the superior court and upheld that of the local court, in that all the provisions of the law are valid.

There was some apprehension by members of the Philadelphia Coal Exchange when District Attorney Bell took action last week against members of the ice exchange of that city, on the charge that it had restrained trade by advancing the price on ice, which appeared as if it might affect their organization similarly, but on a delegation being appointed to confer with Counsel J. G. Johnson their minds were relieved by his opinion, that the members of the exchange kept within their legal rights when they recommended advancing the price of coal five cents a ton, in addition to the monthly advance of ten cents, effective June first, because of specific reasons. Mr. Johnson held that as the resolution did not require the members of the exchange to comply with its action, no trust was formed, nor was any restraint put upon retail trade.

Officers of the Pennsylvania Railroad Co. have completed their vacation schedule, and from now until September fifteenth next two or more of the executive officers will be absent continually. President Cassatt is at Bar Harbor, Maine, where he and his family will rest until the latter part of September. His horses and servants have already started for the summer retreat. John P. Green, first vice-president, has gone to Europe to stay two months. Second Vice-President Charles E. Pugh has taken his family to Bass Rocks, Mass. Mr. Pugh will make frequent short visits to Bass Rock until August first, when he will begin a month's rest. Fourth Vice-President Thayer will go to some secluded part of New England within the next ten days with his family. Later on Third Vice-President Rea and Fifth Vice-President Tatnall will take their vacations.

The department of labor and commerce report the export of coal and coke from the United States for the five months of the present year ending May thirty-first, as compared with the same period in 1905, as follows: Anthracite, 644,888 tons, a decrease of 269,671 tons; bituminous, 2,709,699 tons, an increase of 238,409 tons; coke, 306,490 tons, an increase of 64,242 tons. Canada, the largest user of our coal, took 2,314,882 tons (anthracite 626,583 tons, a decrease of 270,485 tons, and bituminous 1,688,299 tons, an increase of 212,457 tons), a decrease of 58,028 tons. The other exports of coal are chiefly to Mexico, Cuba and other West Indies. Mexico also takes most of the coke. The imports into the United States of coal and coke during the same five months aggregated an amount of 908,139 tons, this including 50,053 tons of coke, coming mostly from British Columbia for the Pacific coast trade, showing an increase on total receipts of 253,932 tons. Canada supplied 695,920 tons, an increase of 144,815 tons; Great Britain, 66,461 tons, an increase of 45,941 tons; Australia, 80,108 tons, an increase of 30,318 tons; Japan fell off 21,145 tons from 32,641 tons for the five months last year.



### Western Retail Notes.

The retail coal and lumber business of Shaw & Bates, Dixon, Ill., has been purchased by Jones & Berry of that city. The new company has already taken possession of the property and business.

The Wabash Valley Coal Pocket Co., has been incorporated at Lafayette, Ind., with a capital stock of \$10,000. The directors of the company are Richard E. Sample, Thomas Bauer and William C. Bruggman.

Harry E. Stanbery, of Stanbery & Stanbery, retail coal dealers at Mason City, Iowa, has sold his interest in the business to his brother, T. P. Stanbery, who takes immediate possession and will continue the business alone.

Mrs. Phoebe Disbrow, of Delaven, Ill., has sold her retail coal and wood business at that city to S. M. Donley and W. J. Culbertson. She is also making arrangements to dispose of her residence property, after which she will reside at Bloomington, Ill.

After being in the retail coal and wood business for twenty-seven years at Lima, Ohio, A. Harsh has established the A. Harsh Coal & Supply Co., at Richmond, Ind. The yard of the new company adjoins the Chicago, Cincinnati & Louisville railroad and has commodious shipping facilities. When completed it will be installed with all the improved and modern conveniences known to the business.

The report of Referee George C. Johnson, just filed in the common pleas court, Cuyahoga county, Ohio, shows how far the People's Coal Co., of Cleveland, fell short of its mark to furnish stock subscribers cheaper coal during the strike of three years ago. The referee reported that the capitalization was \$100,000, the debts \$7,402 and the assets \$5. The promoters, P. H. Gifford, president; B. F. Rice, secretary, and O. T. Emerich, treasurer, owned a mine lease worth, according to the report, \$100, and they sold it to the company for \$10,000. Payment, he says, was taken in stock. Johnson, who is a member of the law firm of Johnson & Dunlap, says he thinks about \$7,000 can be collected from the stockholders to pay the debts. He recommends an assessment of 100 per cent. Johnson has been acting as referee for over a year. This proceeding was brought about through nonpayment of attorney's fees in connection with the incorporation. The idea of the company was to furnish bituminous coal at a much lower figure than prevailed during the anthracite strike of 1903. Many people subscribed for one dollar's worth of stock, the bargain being that coal was to be furnished to all subscribers at cost.

### Eastern Retail Notes.

The Retail Coal Merchants' Association of Allentown, Pa., at a meeting held a few days ago, decided to adhere in the future to a strictly cash basis in selling coal.

The building of the United Gas & Coke Co., Philadelphia, Pa., was totally destroyed by fire a few days ago. The loss to the company is estimated at \$40,000. The building, which was used for bunkering and crushing purposes, was an eight-story structure.

The King Coal Co., Newburgh, N. Y., is erecting a new coal chute at its yard near the West Shore depot, which when completed will prove to be a great time and labor saver. The chute will be fitted with modern hoisting machinery for elevating the coal from the pit where it is unloaded from the cars.

A bold swindling scheme is reported from Buffalo, N. Y. A smooth-spoken, well-dressed man called at the home of Henry Miller, of No. 262 Grote street, and told Mrs. Miller that her husband had told him to call and ascertain how many tons of coal she wanted and he was to send the coal. He also told her that Mr. Miller had said that she would pay for the coal in advance and thus get the benefit of a cheaper rate which was allowed for cash payments, whereupon Mrs. Miller gave the man \$20.

Robert S. Inch, superintendent of the Curtis-Blaisdell Coal Co., Brooklyn, N. Y., died a few days ago at his home in that city. A few months ago Mr. Inch was operated on for the removal of his tongue, but members of his family say this had nothing to do with the cause of his death.

Mr. Inch was fifty-five years of age and a member of the Masonic order. He is survived by his widow, two sons and a daughter.

It is often difficult to convince the public that the gross weight for which the retailer has to pay is far greater than the net weight which he can deliver to the consumers. It has required a law suit in Massachusetts in the case of the North Adams Co-operative Association against the former manager of its coal department, Peter Williamson, who was accused of grand larceny in the alleged stealing of 450 tons of coal. All the testimony was in the nature of figures from books and by experts to show, on the side of the association, that there was a shortage in the association coal, and on the side of Mr. Williamson, to show that if there was a shortage it was but the natural one due to the shrinkage in coal from the time it leaves the mines until it is sold, and that the methods of the prosecution in measuring its coal were unreliable and unfair. A number of local coal dealers were put on the stand in behalf of the defense to testify that there was at least a shrinkage of ten per cent in the handling of coal and that it was unfair to charge up against Mr. Williamson the mine weight of the coal and ask that his figures show that he sold the very same weight of coal or had on hand enough to balance those figures. After three days' hearing of evidence, the judge dismissed the case, giving a complete vindication of Mr. Williamson.

The W. C. Mason Coal Co., of Hartford, Conn., has given the Aberthaw Construction Co., of Boston, the contract for the erection of a solid concrete pocket, reinforced throughout with twisted steel rods. It is the only structure of its kind in New England. There have been other concrete coal receptacles, but they have all rested on a solid foundation. This pocket is elevated, being supported on concrete pillars. The floor is nearly seventeen feet above the ground, giving ample room for coal teams to drive underneath to the numerous coal chutes. The engineer of the building is Adolph Suck, also of Boston, who is a specialist in this type of work. He believes that concrete is better for the purpose than wood and it is claimed that a solid concrete pocket is fully as cheap as a wood one. The structure is to be divided into two apartments, one for anthracite, with the dimensions 170 by ninety-seven feet, and a smaller one for bituminous coal, sixty-two by fifty-eight feet. Each apartment will be split up into numerous smaller divisions, to provide for the separation of coal of various sizes. An enormous amount of coal can be stored here, as the walls will be twenty-five feet high. Above this will be a wooden housing, on which will be a track for the coal cars. To support the weight of the coal, below the floor, which is five inches thick, are solid concrete girders, thirty-five inches thick. These rest on sixty-eight concrete columns, reinforced with steel. The foundations of the columns are ten feet below the ground, and are all connected, in order to equalize the weight of the building.

In response to the question that has been raised as to whether the coal dealers of Philadelphia are not as guilty as the ice men of conspiring to raise prices in that city, members of the Coal Exchange are positive in their denial that any agreement for the raising of prices exists among them and they point out that the arbitrary advance of five cents a ton over the scheduled price for June was entirely optional with the individual dealers. George W. Edmonds, a director of the Coal Exchange, asserts that there is no local coal trust, and in discussing the five-cent advance that has been added to the regular listed ten-cent rise of coal per ton for June he says: "We have done nothing that can be considered in the least degree an infraction of any law. Unlike the ice trust, which is not a chartered organization, the Coal Exchange has its regular meetings, at which the question of prices often comes up. But it is only for discussion on the floor, and under the rules and the charter of the exchange can not be acted upon officially. In advancing the price fifteen cents on June first instead of ten cents, which is the regular advance at that period, it was merely for the purpose of getting a month early on a price that would naturally follow so that the dealers could recoup a part of the loss sustained by the suspension of work by the miners early in the year. But in making this advance the members of the exchange only suggested such a move, leaving the carrying out of it optional with the individual dealer." As to the legal as-

pect of the action of the Coal Exchange in making such a "recommendation" Mr. Edmonds says that before the suggestion was made and carried out by many of the coal men, opinions were secured from Alexander Simpson Jr., and other attorneys as to just how far the exchange could go. Mr. Edmonds says further that as there are 260 coal dealers in the city who own railroad sidings it is practically impossible for the Coal Exchange to control the coal output and prices of the city.

When the school board of Utica, N. Y., awarded the contract for supplying the schools with coal for the year, it disregarded the proposal of W. H. Blight, of Elmira, the lowest offered. The school board gave the contract to the Utica Fuel & Storage Co., a local firm, at the figure of \$5.70 for egg, stove and chestnut. Mr. Blight's bid was \$5.54, or sixteen cents less. On the 2,500 tons comprising the amount to be supplied to the schools by the contract, this difference of sixteen cents a ton means an aggregate difference of \$400 to the city, yet for some reason the board overlooked the discrepancy in the figures. Mr. Blight has been advised that his bid was the lowest the board had received and so went to Utica to arrange, as he supposed, for the completion of the deal. On his arrival he was much disconcerted to find that the contract had gone to a higher bidder, and expressed considerable indignation and warmth in talking about the "throw down," as he termed it. "I represent one of the largest coal companies in Pennsylvania," he said, "and our proposal was as sincere as it could have been made. We have received the contracts for furnishing the coal supplies of the cities of Oswego and Oneida and were eager for a chance to get an opening in Utica. Our bid was in strict accordance with the specified requirement of the school board, as we proposed to furnish standard coal of best grade, to be delivered at the schools. I believe that the city charter requires that the lowest bid, if satisfactory in other ways, shall be accepted. I would not be much surprised if I should give them a fight on it yet."

### Southern Retail Notes

John N. Smithson, Jonesboro, Ala., has purchased the retail coal and wood business of J. R. Houston at that city, and will continue same in the future at the old stand.

F. H. Nierman, a retail coal dealer at Yazoo City, Miss., died recently at his home in that city of heart failure. He was well liked by a large circle of friends, and is survived by his son.

W. B. Wallace, for the last fifteen years engaged in the retail coal and lumber business at Huntsville, Ala., died a few days ago at his home in that city. He was sixty years of age, and is survived by a widow and two sons.

The Williamsburg Fuel & Feed Co. has been incorporated at Williamsburg, Va., with a capital stock of \$10,000. The company will deal in coal, wood, lumber, oil, etc., and is incorporated by N. L. Henley, H. F. Wynkoop and John M. Henderson.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Brookside Coal Co. has been incorporated at Troy, Ill., by Fred Campbell, Peter Greives and Grant Elliott. The capital stock of the company is \$2,500.

The Big Muddy Coal & Mining Co. has been incorporated at Marion, Ill., with a capital stock of \$5,000. The incorporators are A. K. Ellis, W. O. Potter and E. E. Denison.

The Smoky Hollow Coal Co. has been incorporated at Avery, Iowa, with a capital stock of \$150,000. The incorporators of the company are J. Z. Evans, Felix Hynes, P. H. Hynes and John C. Tegnall.

A new coal company with a capital stock of \$200,000, composed entirely of Colorado men has been organized for the purpose of developing coal lands in the western part of New Mexico. Extensive improvements are planned by the company and it will be necessary to build a railroad for a distance of nearly 125 miles to reach the property. The name of the company is the New Mexico Fuel & Supply Co. Officers



of the company are T. D. Baird, of Walsenburg, president; James Autry, Walsenburg, vice-president; W. N. Hauser, Walsenburg, treasurer; G. H. Marsh, Trinidad, secretary; Geo. Furgh, Walsenburg, manager.

The Tulsa Coal Mining Co. has been organized with ample capital back of it to develop mines at Dawson and Mohawk, Indian Territory, the former on the Frisco, the latter on the Santa Fe. The company is installing the latest designs of hoists, air drills and trains as well as other machinery for the expediting of mining and shipping coal. T. J. Sullivan is local manager.

#### General Western Coal and Coke Notes.

The capital stock of the Middletown Coal Co., Middletown, Ill., has been increased from \$30,000 to \$100,000.

The capital stock of the Welschlag Co-operative Coal Co., Peoria, Ill., has been increased from \$14,000 to \$24,000.

Dr. J. K. Smith, of Charleroi, Ohio, and H. R. Holland, a Californian, have closed a deal at thirty dollars an acre for 5,000 acres of Pittsburgh No. 8 coal in Belmont county, Ohio.

A very rich vein of coal is reported as being struck by the Consolidated Coal Co., of Saginaw, Mich., at the mouth of the Flint river. The vein is said to be six feet thick and of unusually fine quality.

The Fort Smith & Western railroad has just completed 100 new coke ovens at its McCurtain, I. T., mines, making a total now of 210 ovens. The company is putting out a large quantity of coke, the most of which is being marketed in Kansas City and Omaha.

Fire has been burning for some time in the Wolverine coal mine, near Bay City, Mich., and the mine has not been reopened with the resumption of work by the miners under the new agreement. It is said the fire started in a pile of coal which had not been sent to the surface, owing to a large amount of sulphur which had been found pocketed in it. The bulkheads and doors were firmly battened down and it is the intention to smother the fire, as a considerable area of coal is believed to be smoldering.

"Short Weights" was the chief subject of discussion at the recent convention of the Mid-State Coal Dealers' Association in Kansas City, Mo. Kansas has the best of Missouri in the matter of protection from losses of coal from cars in transit by railroads. The Kansans have a statute which compels weighing at both the mines and at the point of destination. And the railroad is made responsible as a common carrier. That is just what the Missouri coal dealers want and the convention voted to aid in making a fight for an identical bill in Missouri. The convention was well attended and enthusiastic. The name of the association was changed, so that it will hereafter be known as the Missouri-Kansas Coal Dealers' Association. The officers of the association elected for the coming year are: W. W. Cleveland, Lawrence, Kas., president; H. A. Starkweather, Clay Center, Mo., vice-president; and H. Nesbit, Atchison, Kas., secretary and treasurer. The next convention will be held in Kansas City.

#### Eastern Coal and Coke Notes.

##### New Eastern Enterprises.

The Bellevue Coal Co. has been incorporated at Dover, Del., with a \$200,000 capital stock, to buy and sell coal, and its kindred products. The incorporators are all of Scranton, Pa.

The Oneonta & Tepic Mining Co. has been incorporated at Oneonta, N. Y., with a capital stock of \$5,000. The incorporators are M. L. Keyes, H. P. Keyes and Henry Shaver, all of that city.

Articles of incorporation have been filed by the American Coal Chute Co., Wiedenmayer's Park, N. Y. The authorized capital stock is \$20,000, with \$1,000 paid in by the incorporators, John Mauger, Clemens Schuster and Caroline Schuster.

##### General Eastern Coal and Coke Notes.

The old Silver Brook Colliery at Hazelton, Pa., which was operated by Wentz & Co. until recently, is to be reopened.

The United States collector of customs at Rochester, N. Y., reports the total coal tonnage

handled at that port via the Erie canal during the month of June to have been: Anthracite, 9,993 tons; bituminous, 1,970 tons.

H. J. Thompson and J. H. Rochester, of Marion Center, Pa., who have been prospecting for coal on their land near Savan, are highly elated at finding the land underlain with three veins of coal. The coal struck is of the Freeport vein, the C vein and the B vein, and will be worked by drifting.

F. P. Jones, of Wheeling, W. Va., manager of the Moore's Run Coal Co., has concluded a deal whereby he comes into possession of one-half interest in the property of the Lewis Coal Co., with mines and offices at Rayland, Ohio, on the line of the Wheeling & Lake Erie Railroad. The consideration of the deal has not been made public.

Three men were killed in an explosion of gas in the mines of the Keystone Coal & Coke Co. at Keystone, Pa. The men were passing through a deserted entry, and it is thought the gas was ignited from their lamps. The force of the explosion was terrific and a number of other men in other parts of the mine were severely injured.

The drill hole sunk at Upper Newkirk by the Philadelphia & Reading Coal & Iron Co. has proved the most successful of any of the dozen or more holes sunk in the vicinity of Newkirk, Reevesdale and Buckville, Pa. The hole at Upper Newkirk is only down three hundred feet and already an eight-foot vein of the best possible coal has been found, with a top of very hard material.

The National colliery of the Delaware, Lackawanna & Western Co. at Scranton, Pa., has been shut down for the purpose of thoroughly overhauling the breaker and shaft. When all improvements are made the breaker will be practically new, and it is thought the capacity of the colliery will be nearly doubled. About five hundred men and boys will be idle while the work of reconstruction is going on.

It is reported that a plan is under way to extend the Pennsylvania road from Mt. Carmel, Pa., to a connection with the line between Shenandoah and Pottsville. If so, the branch would touch Centralia, Girardville and Mahanoy Plane. Such a move would shorten the route from Williamsport to Philadelphia and would put the Pennsylvania in line for a large amount of coal region business that is now handled by the Reading.

The Hinsch Coal & Coke Co., of Cincinnati, Ohio, is reported to have purchased the properties of the Norfolk & Western Coal & Coke Co., including mines of the Borderland Coal Co. in Mingo county, the Williamson Coal & Coke Co., at Williamson, and the Mate Creek Coal Co., at Matcawan, all in West Virginia. The mines have a daily capacity of about thirty cars. It is understood the purchase involves an approximate consideration of \$100,000.

Papers were filed in Uniontown, Pa., on July sixth, by the Pittsburgh Coal Co., whereby the Union Trust Co., of Pittsburgh, is made trustee for all the properties acquired during the past two years. This includes vast coal acreage in Allegheny, Fayette, Westmoreland and Washington counties. The action was taken at the instance of the trust company to further secure the issue of \$25,000,000 first mortgage fifty-year five per cent sinking fund gold bonds.

The Thistle Coal Co., operating on Cabin Creek, in West Virginia, refused to pay a leasehold tax of \$5,000. Sheriff Melton was about to levy on the property July sixth for sale when an appeal was made to Judge Dayton, who granted an injunction. A new question was raised, alleging the leasehold tax to be invalid under the constitution of the United States. The case will probably be carried to the United States supreme court as it involves a question of great importance to many large operations.

The coke bunker of the Camden Coke Co., Camden, N. J., which is controlled by the Public Service Corporation, was destroyed by fire on July sixth entailing a loss of \$25,000 on the structure. The damage to the machinery and the loss on the stored coke, which burned for hours, was probably as much more. The bunker was built on a pile pier extending sixty feet into the Delaware river at the foot of Chestnut street. It was of frame construction, four stories in height, and

contained valuable electrical machinery which operated the coke separators and screens.

A deal has just been consummated at New York for the sale to the Vinton Colliery Co. of the 5,000 acres of coal land owned by the Lackawanna Coal & Coke Co., in Cambria county, Pa. The negotiations have been under way for some time and their consummation means the end of the Lackawanna's attempt to secure coking coal in the Cambria side of the Blacklick region. The consideration is given as \$251,850. The Lackawanna company still retains about 15,000 acres of coal in Cambria county, but how long the land will be retained is not known.

#### Southern Coal and Coke Notes.

##### New Southern Enterprises.

Nancy Asher and A. J. Baker have leased the property of the Home Coal Co., near Middlesboro, Ky., and in the near future will organize a company.

The Crystal Falls Coal Co., of Dallas, Texas, has been incorporated with a capital stock of \$50,000. The incorporators are G. R. Scruggs, R. S. Price, L. S. Dabney and J. S. Scruggs, all of Dallas.

The Paris Coal Co. has been incorporated at Little Rock, Ark., with a capital stock of \$50,000, \$11,000 of which is subscribed. The incorporators are Joseph Pendleton, Martin Theurer and Anthony Hall.

The Smith Coal Co., with a capital stock of \$15,000, has been organized at Birmingham, Ala., to deal in coal and mineral lands. The officers and directors of the company are H. W. Coffin, president; John E. Morris, vice-president, and J. D. Harris, secretary.

The Franklin Coal Co., Denning, Tenn., has been incorporated with a capital stock of \$10,000. The incorporators are J. D. Crockett, Will Cheek, J. Honig, Fred Randle, J. L. Jacobs, H. L. Schriver, S. L. Hodges, J. E. Edwards, J. E. Vann, A. J. Edwards and C. A. Archer.

The Nebo Coal & Coke Co. has been incorporated at Louisville, Ky., with a capital stock of \$225,000. The incorporators and their holdings are as follows: J. C. Davidson, 372 shares; Frank Fehr, 180 shares; K. Fehr, 144 shares; Henry Kauffman, 258 shares; Albert Latta, 180 shares, and Ben Strauss, 112 shares.

##### General Southern Coal and Coke Notes.

The Greenwood Coal & Lumber Co., which operates mines at Greenwood, Ark., has opened an office at Pine Bluff, Ark. This city will be made one of the chief distributing centers of the company.

The Coalport Coal Co., Coalport, Ky., has now begun shipping coal from its new plant at that city, and several hundred men have been given employment in the mines. The plant is located six miles from Barbourville, and was erected at an expenditure of \$25,000.

The Green River Coal Co. is making extensive improvements to its mining properties at Spottsville, Ky. B. Hubbard, general manager of the company, states that the expenditures will amount to over \$30,000, and the improvements will quadruple the output of the mines.

The largest verdict which has been rendered in Jasper, Ala., courts for some time was in the case of D. Rivers vs. the Blue Coal Co., Jasper, which was up for trial recently. Rivers, who is a miner, brought suit for \$30,000 personal injuries against the coal company. The case was submitted to the jury, which assessed the amount of damage \$7,500. The injury received was a bad fracture of the leg.

According to a report from Houston, Tex., if tests which are to be made with Arkansas coal prove to be satisfactory it is highly probable that the Sunset-Central-East and West lines will hereafter burn Arkansas coal instead of Indian territory coal, as heretofore. Purchasing Agent R. S. Stephens, of the Sunset and allied lines is authority for the statement that a carload of Arkansas product is now en route to Houston and that if it measures up to the standards claimed by the company sending it the Sunset's next year's contracts go to that company. Had it not been for the desire to test the new quality of coal and secure information



concerning it first hand, the Sunset coal contracts for this year would have been let July 1.

After several weeks of negotiations a deal has been completed whereby the Tennessee Coal & Iron Co. again acquires control of the Birmingham & Southern, a small road connecting the ore and coal properties of the Tennessee Coal & Iron Co. with its furnaces. Branches radiate to different mines, and the total mileage is about eighty-eight. It owns twenty-eight switching locomotives and about six hundred cars. The acquisition of the property, which formerly belonged to the Tennessee Coal & Iron & Railroad Co., is considered a good stroke of business by the new management. The Louisville & Nashville and the Southern jointly bought it in 1899. It was afterward recognized that the carrying of ore and coal from the company mines, eight and nine miles away from the plants, ought to be done by the company itself and its sale to the two railroad systems was regretted as a costly mistake. Efforts were made to have the sale rescinded when the company became more prosperous, but these efforts failed. The new management became more aggressive in their efforts to obtain control again, and intimations were plainly made that unless a reasonable price were agreed upon the various branches would be paralleled. This brought the railroad companies to terms and a sale to the old owners was agreed upon. J. G. Moore, president and general manager, resigned and in his place was chosen John A. Topping, president of the Tennessee Coal & Iron Co.

The Norfolk & Western Railway's cut in freight rates to Norfolk, Richmond and other

Virginia points, mention of which was made in the Southern Coal and Coke Notes in THE BLACK DIAMOND of July fourteenth, is creating a great commotion both among coal men and among the business interests of the cities affected. The Chesapeake & Ohio Railway has made a similar reduction, which is held to be highly discriminating and unjust in its effect. Concerning new coal rate circular sent out from the general offices of the Chesapeake & Ohio Railway, one of the largest coal dealers in Virginia says: "This is anything but a square deal. It puts the entire steam coal business in the hands of the Chesapeake & Ohio. The Chesapeake & Ohio is discriminating against the small manufacturer and in favor of the large manufacturer and the matter will be brought before the state corporation commission and the interstate commerce commission if necessary. Here is the clause which does the harm: 'These rates will apply only to run-of-mine steam coal, when consigned direct to bona fide manufacturing plants creating freight for shipment via the Chesapeake & Ohio Railway.' This clause in the official circular cuts out the small manufacturer who can not afford to buy coal in earload lots or who can not receive earload lots at his manufacturing plant. The man who has to buy thirty or forty tons of coal, or less, at a time and have his coal hauled to him, is cut out of all benefit from these rates. This is unfair to the small manufacturers who need the most help. The small manufacturer of Richmond and elsewhere can not afford to compete with the large manufacturer when the former has to pay twenty-five cents a ton more than his large com-

petitor, and the result will be, if the new rate were allowed to stand, that the small manufacturer will be crushed out of business." Another large coal dealer in speaking of the new rate said: "It is an arbitrary imposition on the dealers. I can not understand why and see no good grounds for the movement on the part of the officials of the Chesapeake & Ohio for cutting out the dealers from the benefits offered to others. I do not know what can be done, however, as corporations do pretty much as they please. I don't know that anything can be done." Resident agents of other coal mines are considerably alarmed over the new circular, as the clause quoted will cut them out of a number of their customers, and as the first leader quoted says, create a monopoly of the steam coal business in the hands of the Chesapeake & Ohio and the Norfolk & Western railroads. Circulars have been sent out from the general offices of the two roads notifying manufacturers who ship goods over them that a special manufacturer's rate on coal will be put into effect at once. This rate is intended to build up manufacturing industries and bring new plants to the lines of the road. The reduction amounts to twenty-five cents a ton on New River coal and fifteen cents a ton on Kanawha coal. This rate, according to an official of the Chesapeake & Ohio, excludes coal dealers and manufacturers who do not ship their products over that road. The effect will be to cut out the business of the coal dealers and make the manufacturers, located on or shipping over the railroads buy direct from the mines. The new rates affect all points along the lines of both roads east of the mines.

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Literary Notes.

A happily timely feature for a midsummer holiday number will be William J. Henderson's account of "The Catching of the Cod" in the August *Century*. Mr. Henderson, the musical critic of the *New York Sun*, has spent many vacation days among the New England cod fishermen and writes of life on the banks from the dramatic viewpoint of the city man and with the sympathetic touch of the real lover of the sea—a life full of fascination and thrilling experiences, good to read about and dream over on a sweltering midsummer day.

MARKET INSPECTION.

Writing on the question of the uncleanness of markets, and foods that have been kept too long, Mary Hinman Abel, in *The Delinicator* for August, says: "A board of health that is at all efficient gives its first attention to preventing the sale of decayed and otherwise unwholesome food. The general public has little idea of the amount of such food that is seized and destroyed every week in our large cities. The last annual report of the New York City board of health states that 4,000,000 pounds of fruit, 1,000,000 pounds of meat and 7,500,000 pounds of other food had been destroyed by inspectors during the year.

"Last Thanksgiving, accompanied as it was by unseasonably mild weather that extended over the whole country, gave the market inspector ample employment. The number of turkeys and other fowls to be provided for that one day is enormous, and it goes without saying that some of them will be killed many days before and transported long distances. If the thermometer hangs around the freezing point, all goes well, but if the feast is ushered in by warm, damp weather, many a fowl that has seen better days will be exposed for sale. At such a season even while the sales are going on, the buyer may see many a barrel of turkeys condemned and carried away.

"In very few towns and cities is the force of market inspectors large enough or intelligent enough to insure that unwholesome provisions are not sold and that the markets and provision stores are kept as clean as they should be."

FRENCH INVESTMENTS IN THE UNITED STATES

The time has at last arrived when French capital must naturally find an outlet in the United States. Trade between this country and France is rapidly increasing. The banking relations in the past five years have grown wonderfully intimate, so that more business is now done in twelve months than in any five years previous to 1900. The French believe in American institutions, and they regard our industries and corporations

as sound and permanently profitable. Any effort to float American securities in France meets at once the handicap of heavy taxes on any foreign securities brought into the country. These taxes are enormous, and can not readily be avoided. Various expedients have been devised to circumvent them, but all emphasize the condition which they seek to avoid. Yet even with these barriers the French find rates of interest here high enough to make profitable purchases of our securities.

They have been buying quietly on a small scale for several years. The interest started when a broader market was desired for New York City revenue bonds. These the French bankers found a profitable short-time investment. They have taken millions' worth of them since 1902. Only a few weeks ago they bought \$10,000,000 *en bloc*. Then, in the matter of syndicate participations the French credit institutions have gradually increased their subscriptions. Corporations that found their usual bankers obstinate and not over willing to lend except for large commissions and at high interest rates, have gone to Paris bankers and secured accommodations on satisfactory terms. Now the greatest of the American railroads, having absorbed all that it can from the American money market, has ventured to negotiate a \$50,000,000 loan in the French capital. This move on the part of the Pennsylvania is a shrewd one, and anticipates other demands that are nearly as imperative.—From "France as an Investor," by Charles F. Speare, in the *American Monthly Review of Reviews*, for July.



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## General Review of the Markets.

Taking the country as a whole, the prevalent tone of the coal market is decidedly more satisfactory than it was at this time a year ago. At that time depression prevailed in almost every market, while today some branches of the trade are so rushed with orders that their business is limited only by ability to secure sufficient supplies of competent labor. Other fields and markets, while not so well off, report a volume of business satisfactory for the season, if not in excess of what could reasonably be expected at this time of the year. Still others report merely the usual summer dullness, with revival of activity expected to come soon. The central west stands alone in requiring the use of superlatives for adequate expression of the serious and even ominous conditions which prevail.

The seaboard anthracite market presents most of the usual summer features. It is a normal warm-weather market, except that the dullness has set in a trifle earlier than usual. This is attributed to the mildness of last winter leaving some surplus for summer use in the bins of many summer consumers. Business, however, is by no means at a standstill. A good volume of tonnage is moving and the producing companies report that all indications point to fair trade well into August.

During the more active period following the resumption of work in May the territory having the best transportation facilities received the bulk of the output. More remote points and those from which the return of cars is slow were given little attention. This business is now being cleaned up and, together with the regular contract business, furnishes the chief market at the present time, apart from the all-rail trade. The activity in this branch of the industry noted for some weeks as being surprisingly strong for the summer months continues to maintain its strength in a very satisfactory manner and is helping out very materially in absorbing the tonnage now produced, taking the place of the seaboard trade by water, which has fallen into a state of absolute dullness.

The anthracite trade to interior points shows no signs of betterment. Buffalo reports very little business, either locally or in contiguous American and Canadian territory. Movement by the lakes for the last week was held at about the weekly average of the past month—namely, fifty thousand tons forwarded from the Buffalo docks. As demand is expected to hold level, or decrease rather than strengthen during August, preparation is being made for a restriction of production, not by a general suspension, but by shutting down a few mines at a time and making repairs.

In the west, anthracite is in very light demand. Its use at all times is by a much more restricted class than in the east, it being almost wholly a domestic coal, and, at that, used chiefly by those having at least a fair income. To this class of trade it is difficult to make effective appeal until near the close of warm weather, or at the best, when the vacation period is over, about the time when the schools begin to open. Thus far retailers are showing little inclination to stock up in preparation for this distinctively autumn trade.

### Seaboard Market for Bituminous Coal.

Midsummer dullness tells the whole story for the bituminous coal trade centering in New York, whether viewed as a local consuming point or as a great distributing center. Some business is being done in supplying coal on contracts, but much of this is under pressure. All-rail trade to New England shows the most strength, although hampered by shortage of car supply. Prices average rather low, but are being firmly maintained against all attempts to depress them, operators and wholesalers declaring that the margin of profit is already low, and that they will curtail production to the point of suspending operations rather than stand for further reduction of price. In this their example may be commended to the operators of Illinois.

The export trade is showing up well, especially from Baltimore, which reports forty-five thousand tons already exported during July, with enough additional charters announced to assure a record-breaking

total at the end of the month. Coastwise shipments from the same port are brisk, keeping pace with the export trade.

Prosperity pervades all branches of the coal and coke trade in the Pittsburgh district, West Virginia and Ohio. The market is strong, orders are plentiful, prices are firm and the outlook is unusually bright for the continuance of these conditions. Many of the operators state that their sales are limited only by the capacity of their machinery, number of miners that they can secure and the transportation facilities. The great industrial plants in and about Pittsburgh are enjoying a continuous run of business which keeps their plants running up to capacity, this involving the use of an immense quantity of coal daily. As for West Virginia, its products are about the only bituminous coals in active demand in the seaboard market. A large tonnage is being forwarded from the smokeless coal fields to tidewater ports.

### Scarcity of Vessels for Lake Shipments.

With the season half gone much less than the usual quantity of eastern bituminous coals has gone to the northwestern docks, so that there is a steady demand upon the operators of West Virginia, Pennsylvania and Ohio to furnish every available car for shipment by the lakes. Little fault thus far has been found either with the car supply or promptness of movement on the part of the railroads. The chief difficulties which the operators have met with are a comparative scarcity of labor and a decided shortage in the number and tonnage of vessels available for charter. This last difficulty is becoming a serious one.

It is caused by the prevailing high rates on ore carried down the lakes as compared with the low rate for carrying coal in the other direction. Vessel owners claim to have proven that by refusing coal cargoes and returning up the lakes light, they can make three round trips in the time which would be consumed by two trips if coal were carried, the three-trip plan netting them an extra twenty cents for each ton of cargo-capacity. If the vesselmen are correct in this calculation there is little hope of betterment in conditions so long as the freight rate on ore continues high, since any material increase in the rate on coal is prohibited by competitive conditions as compared with all-rail shipments.

The coke market also, which has been good for several weeks past, is unusually strong at the present time, with prices firm and on a high basis.

But little change in the Ohio strike situation is to be noted. Apart from the Massillon district, most of the mines are operating, but many of them only on the temporary agreement which has been patched up, and little if any progress is being made in the district conferences entrusted with the task of arriving at definite and permanent terms of settlement.

The tone of the coal market changes absolutely as soon as one gets west of Ohio. Even the Detroit market is reported as being in a demoralized condition, with four hundred cars of coal going to demurrage on the tracks of a single road. But little business is being done at Indianapolis and tributary territory, but the trade there is by no means disheartened and is expecting a fair run of business to begin not later than the first of September.

Conditions in the western bituminous coal trade show no change for the better, and if anything are somewhat worse than during the past few weeks. The overproduction in the Illinois field is large, so that prices are being badly cut throughout the entire territory, with Chicago used as a dumping ground. The tonnage of coal accumulated in the railroad yards at Chicago has been greatly swelled during the present week, so much so that absolute congestion is threatened unless the railroad companies establish an embargo.

The market for Indiana coals is seriously affected by the overproduction in Illinois, but most of the Indiana operators are being measurably successful in placing their output, which they are striving to hold down to actual needs, so as to avoid losses from car service.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, July 26, 1906.

Never, probably, since the production of coal in the central west reached sufficient proportions to be of great commercial importance, has the market for these western coals been in worse condition than it is at the present time. Not but what the market has been equally dull in the past, or prices as low. But each year since the boom of 1903 has seen the opening of new mines and the expansion of the older operations, till the producing capacity in Illinois and Indiana has been enormously increased, with no commensurate growth of consumption. Under such circumstances a light market is so far below the requirements of even the most restricted basis of production that steadiness at once becomes impossible because of the struggle which at once begins for possession of what little business is available. The contest, instead of being for a share of profits, often becomes almost a fight for life. For this reason the phrase "Business light, but prices firm," frequently used of the more eastern bituminous products, is seldom applicable to western coals.

#### Summer Depression a Normal Condition.

Western mining conditions, therefore, are such that a demoralized market for July and August has come to be almost an assured thing. The call for the smaller sizes, especially for screenings, is out of all due proportion to the supply when the larger sizes are produced only in quantities suited to the market for them. Many factories, in recent years, have changed their equipment especially for the use of the small sizes and the starting up of industries in preparation for fall business strengthens the demand, with the result that lump and even run-of-mine become a drug on the market. Operators who cater chiefly to the steam trade and who are bound by contracts feel this inequality of absorption acutely. The effect of this is seen in the prices of the present week, which show altogether too small a margin of difference between screenings and the prepared sizes.

Between the foundation evil of overproduction and the aggravation of the trouble by the disproportionate demand for the different sizes, the conditions which have prevailed for several weeks still continue unabated. Operators are selling as much of their product as they can outside Chicago, and are pouring the balance of it, be it much or little, onto this market, instead of curtailing production at all hazards, as they ought to do. This is causing a constant increase in the volume of car-service coal accumulating on the tracks here. The tonnage of coal accumulated in the yards of the various roads from central and southern Illinois has been greatly swelled during the present week. At this rate an absolute congestion will result very soon unless the railroads establish an embargo. By no means all of the coal sold is taken from the yards and unloaded, many of the reputed sales being merely transfers from one agent or jobber to another and so remaining on track.

#### Coal Selling Below Cost of Production.

Under all these existing conditions, it certainly behooves producers to strain every resource to keep their product off from this market until the accumulations now here can be cleaned up, and, too, until there is some real demand for it. This can not be too much emphasized for the good of all concerned, as no one is profiting by it except an occasional forehanded consumer who may be stocking his coal at bargain prices. With almost every unordered ton of coal which is sent

to Chicago selling for from fifteen to forty cents below the cost of production, the absolute net loss on each car is considerable, and it does not take a vast number of cars to eat up capital seriously. Yet in all probability these conditions will prevail for several weeks yet, unless the one remedy is applied of withholding all unordered shipments till the tracks are cleaned up and the consumers are sufficiently in need of supplies to be ready to pay prices that yield a fair and living profit.

#### Western Conditions Outside Chicago.

Outside Chicago western conditions are better in direct ratio to the distance from this city. Those districts or single mines which have their chief market at fairly remote points report a fair amount of current sales at prices below circular, but good in comparison with local demurrage rates. They likewise report gradual but constant progress in the closing up of contracts. But the nearer one gets to Chicago the greater the demoralizing effect of the market conditions here, disturbing alike to prices, to current business, and to the closing of contracts.

The threshing trade is, in some sections, becoming a somewhat active factor, able at least to save an apathetic market from absolute stagnation, and exerting an influence helping in some degree to steady prices on the special coals which have become favorites for this work.

The car supply in West Virginia is reported as falling short of the requirements with the expectation that it will grow worse before it gets better, and in the great grain producing states of the west the moving of the crops is beginning to absorb the available supply of box cars, so that markets or coals demanding this mode of shipment are complaining of shortage which is on the increase. The general supply of coal cars seems to be more than adequate, leading to the conclusion that the occasional rumors of impending shortage have sprung from one or the other of the two limited instances cited.

As to prices, the average operator, like the old farmer who "allowed they did have some ague over across the river," is very loath to admit that he has done any serious cutting of prices either directly or by throwing unsold coal into the car-service scramble. Probably very few are getting circular prices on orders for immediate delivery, but a considerable number are undoubtedly refusing to discount the circular to the extent of eliminating profit. Operators of this class are either drastically restricting their output to actual orders, or are holding their surplus from day to day on track at the mines.

#### Prices are Constantly Shifting.

A larger number, however, seem to act on the principle of "do business at a profit if you can, but do business," and hence are accepting a constantly shifting scale of prices for the same grades and sizes, at the mine, and for car-service coal are taking what they can get.

Springfield coal at demurrage shows a considerable range, the bulk of the tonnage sold in this way probably coming within the following limits: Screenings, 50@60c f. o. b. mines, or \$1.25@1.35 f. o. b. Chicago; run-of-mine, 60@75c f. o. b. mine, or \$1.35@1.50 f. o. b. Chicago; and lump, 85@95c f. o. b. mine, or \$1.60@1.70 f. o. b. Chicago. Carterville coal, which for a time was largely kept out of the scrimmage, has been increasingly prominent at demurrage, and bringing but little better prices than the Springfield product, after making proper allowance for the difference in the freight rate. Northern Illinois coals have been least in evidence on the Chicago market, and so far as can be learned, have

suffered the least cutting of prices in the outside markets, although signing up of contracts has been sensibly affected by the Chicago conditions.

#### State of Trade in Indiana.

Sullivan and Greene county operators are adhering as closely as possible to the policy which they have been following ever since the beginning of the present depressed conditions. This is, however, becoming increasingly difficult, as Illinois coal is trying to force a way into territory previously held by Indiana product either exclusively or in competition with eastern coals only. Carterville washed coal being a better seller than the six-inch lump, this latter tends to accumulate and hence is being offered in Indiana at prices seriously competing with Indiana lump. Still, most of the Indiana producers claim that they are not cutting prices below cost or even to cost, and are restricting output to the demands of their market, and this is confirmed by the fact that little is heard of Greene or Sullivan coal in Chicago at present. Clinton coal, which was kept well in hand until recently, has this week been sold at a sacrifice to save car service.

Parke county semi-block at \$1.50@1.60 f. o. b. mine or \$2.20@2.30 f. o. b. Chicago, and Brazil block at \$2.25 f. o. b. mine, have been fairly well sustained, helped materially by the threshing trade.

#### Vessels Needed for Lake Trade.

The trend of the market for eastern bituminous coals is steadily improving. The demand for the high-grade product is strong, especially for shipment up the lakes. So far as difficulties exist they are not in the matter of price or of market, but rather in transportation and insufficiency of labor supply. Regarding transportation, the car supply to the lakes has thus far caused little trouble, but the refusal of many boat owners to accept cargoes up the lakes is causing much trouble, and in some quarters great concern. The down rate on ore is eighty cents, the up rate on coal thirty cents. The owners figure that if they return light they can make three round trips in the time required for two round trips if coal is carried up. In the former case they will have received \$2.40 for each ton of capacity, in the latter case \$2.20, making a difference of \$2,000 to a 10,000-ton boat, an argument hard to overcome.

Smokeless coals from the New River and Pocahontas regions are in heavy demand for lake shipment, and in addition are showing a strong movement to tidewater. The supply of labor is inadequate, so that the mines are constantly behind in their shipping orders. Prices, therefore, are firm at circular, with reports of ten to fifteen cents above circular being paid for lump to secure immediate shipment in cases of urgent need. The western demand is light, and none too easy to supply, at that.

In the splint list also the general demand is strong, especially for the lake trade, with prices firm on a basis of \$1.35@1.45 f. o. b. mine, or \$3.25@3.35 f. o. b. Chicago for prepared sizes, and \$1.05 f. o. b. mine or \$2.95 f. o. b. Chicago for run-of-mine, for standard Kanawha splint. Winifrede splint is rather quiet in Chicago but in brisk demand further east, so that the supply locally is hardly up to the demand at \$3.55 f. o. b. Chicago.

Youghiogheny gas coal is in increasing demand both in the general market and in Chicago; this is reflected in the prices which show some advance over a week ago, run-of-mine now bringing the price then asked for three-quarter inch. Quotations are: Run-of-mine, \$1.10 f. o. b. Chicago.



mine or \$3 f. o. b. Chicago, and three-quarter inch \$1.20 f. o. b. mine, or \$3.10 f. o. b. Chicago.

#### Fairmont and Hocking Market Strong.

The tidewater and general eastern trade in Fairmont coal is good and the lake trade in this product is heavy, giving a very firm market, unaffected by the light demand at Chicago and other all-rail western points. Current quotations are as follows: Slack, 75@80c f. o. b. the mine, or \$2.65@2.75 f. o. b. Chicago; run-of-mine, 90c to \$1 f. o. b. the mine, or \$2.80@2.90 f. o. b. Chicago; three-quarter inch lump, \$1.00@1.05 f. o. b. the mine, or \$2.90@2.95 f. o. b. Chicago.

The dock demand for Hocking continues unabated, and is rather increasing in urgency, some of those most interested now expressing the fear that not much over fifty per cent of the normal supply can be gotten up the lakes before the close of navigation. The mines, therefore, are working under pressure to meet the demands of this trade and are giving a minimum amount of attention to all-rail business. This line of trade is only receiving shipments barely suffi-

cient to take care of its customers' needs for current consumption. One and a half-inch Hocking coal is selling in Chicago at \$3.15.

The anthracite trade in the west shows no changes or other features of importance during the present week. Consumers are largely of the class who spend a part or all of the summer away from their homes and are therefore making few purchases of coal at this season. Retailers in smaller towns are to a certain extent occupied with other branches of their business which are more in season at this time, many of them being lumber or ice dealers, or both. Western sales agents of the eastern collieries therefore report that very little business is being transacted at the present time, and that no material revival of trade is expected until after the middle of August.

The coke market, during the last ten days, has stiffened materially. For some weeks it has been firm in the east, prices being satisfactory and the demand good. But within the last fortnight the United States Steel Corporation has been an active buyer on the open market, both in Pennsylvania and in West Virginia. This

strengthening of the demand has also had its effect on prices, not only about Pittsburgh, but in the west as well, where there has been increased activity, both as to inquiries and in actual sales. This improvement has been shown in all grades of foundry and furnace coke, and a continuance of the present satisfactory conditions is looked for in view of the strength shown by the iron market and the expectation of steady pressure of demand for iron and steel products, as indicated by the large orders already placed for many months in advance with the furnaces and rolling mills.

Prevailing quotations show the following range: Connellsville seventy-two hour coke, \$2.85@3.00 f. o. b. ovens, or \$5.50@5.65 f. o. b. Chicago; Connellsville forty-eight hour coke, \$2.65@2.80 f. o. b. ovens or \$5.35@5.55 f. o. b. Chicago; Wise county coke, \$3.00 f. o. b. ovens or \$5.25 f. o. b. Chicago; Pocahontas coke, \$2.25@2.50 f. o. b. ovens, or \$4.90@5.15 f. o. b. Chicago. By-product coke is in good demand at \$5.60@5.70 f. o. b. Chicago for foundry coke, and \$5.30@5.40 f. o. b. Chicago for furnace coke.

## Market and Trade News from the Pittsburgh Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, July 26.

Everything looks "good" to the coal and coke men in the Pittsburgh district. If it does not look so to any of them it is their own fault. Business is good; orders are plenty; the market is strong, and the outlook is unusually bright for this time of the year.

The coal operators report that in many cases the output of their mines is limited to the number of men they can obtain. Cars are fairly plenty and the operators are taking advantage of this fact and are rushing shipments forward as rapidly as possible. Not for many years has there been so much coal in the Pittsburgh harbor awaiting shipment to the south. The Monongahela River Consolidated Coal & Coke Co. have on hand, in barges, ready to ship, over 12,000,000 bushels of coal. This is valued at over \$500,000. This amount will be largely augmented by the stock of the other companies shipping by river. At present the prospect for getting this great fleet of coal moved is not very bright. Although there has been much rain during the last few weeks in the coal section near the rivers, it has but little effect on the streams.

#### Strike at the Charleroi Mines.

The only labor trouble in the district is the same one that has been on hand for several weeks, viz.: the strike of the miners at Charleroi. This, as has been stated, is merely a sympathetic one. There is no just reason why the men should go out and continue out. Their threats are not taken very seriously by the officials of the coal company, nor by any of the coal operators in the district.

The quarterly report of the Pittsburgh Coal Co. was expected to be issued ere this, but has been delayed. As is the case generally before it comes out, the stock of the company has advanced and is ruling quite strong on the Stock Exchange. The coming report will doubtless be an unusually good one and should be of much benefit to the company.

As will be noted elsewhere in this letter, the city of Pittsburgh has made another effort to rid herself of the smoke nuisance. This same old attempt has been made at various times during the past twenty years. Coal men who have studied the problem say that in this city what is needed is "not smoke consumers, but smoke preventers," meaning that well paid and intelligent firemen are better than all the so-called smoke consumers ever invented. And yet this ordinance that was passed by councils has had this effect on the coal business inside of two days. We are reliably informed by the largest retail coal concern in Pittsburgh that a number of their customers have become alarmed and have put in gas under their boilers. This can not become general, as the Philadelphia company that supplies most of the gas consumed here have a prohibitive rule

about gas. They will not sell it to manufacturing plants that use any amount beyond a certain number of feet and this limit is only sufficient for domestic use, or very small manufacturing plants.

#### Slight Advance in Prices.

Prices for the week are a shade higher than those of last week. Run-of-mine coal is selling at from \$1.10@1.20 per ton, f. o. b. the mine. Three-quarter inch is bringing \$1.20@1.30 per ton, f. o. b. the mine. Lump is quoted at \$1.30@1.40 per ton, f. o. b. the mine, and slack, which continues to be the leading factor in the coal market, is selling at from 80@90c per ton, f. o. b. the mines. At these prices all grades are strong. The demand is heavy and the supply is about equal to it.

The coke market continues to be as it has been for several weeks, very good. The week's market is unusually strong, and the prices are steady at the following quotations: Furnace coke, \$2.65@2.80 per ton, f. o. b. the ovens; foundry, \$3.00 per ton flat, f. o. b. the ovens, and some operators say that they have no foundry coke for sale at \$3.00, or at any price.

A scarcity of men for work at the ovens still continues. The movement of coke for the past week, as shown elsewhere, was very heavy and shows a large gain over previous weeks. A prominent coke operator said today that "never in his experience has he known of such an active summer in the coke trade as this summer," and his experience extends over a period of thirty years.

There has been no change in prices of coal or coke for domestic use since our last quotations. The only matter of interest in the retail situation is the fact that orders for future use have been coming in to the retail dealers in a goodly number and are booked at very satisfactory prices.

Everything surrounding the coal and coke situation in the Pittsburgh district tends toward a continuance of the present state of affairs, and unless something unforeseen occurs the summer months will be more than usually prosperous, and by the time fall and winter orders are ready for booking even better prices than are now ruling should be obtained.

#### Freight Tonnage in Pittsburgh Field.

The statistics of freight car movement in the Pittsburgh Car Service Association territory shows for June an increase of about nine per cent over June, 1905. This places June, 1906, far in the lead of any previous June and continues the records which the present year has been making in the volume of traffic in the Pittsburgh district.

The figures for June, 1906, are 317,715 cars and compare with 291,895 in June of last year. These figures do not include about 150,000 cars a month engaged in certain lines of coal and

coke movement. The movement of these cars has been so successfully reduced to schedule that there is almost no detention either at the lake terminals or the mines, the ovens or the furnaces, and the Car Service Association does not find it necessary to record their movement. The territory in the association's scope includes the Wheeling, New Castle and Youngstown districts. Each of these contributes close to 50,000 cars a month to the total.

Adding to the reported June movement of 317,715 cars, the coal and coke cars unreported—about 150,000—a total of 467,715 cars is shown. Computing forty tons to the average car, and including the Wheeling and Mahoning and Shenango valleys, the June tonnage, reported and unreported, amounted to over 18,000,000 tons.

It is the opinion of W. M. Prall, commissioner of the association, that the reported car movement of the year 1906 will exceed 3,600,000 cars. About 1,800,000 will be unreported, a total of 5,400,000 cars, or 216,000,000 tons. The association's year formerly ended in April, but it has been changed to coincide with the calendar year. The growth of the traffic here is shown by the fact that the tonnage for the entire twelve months of the year ending April first, 1905, was but 34,400 greater than that for the last nine months of 1905. The figures were: Year ended April first, 1905, 2,698,951; nine months ended December thirty-first, 1905, 2,664,505.

There is also great satisfaction among shippers throughout the whole Pittsburgh district over the character of the freight service being given by the railroads. The railroads have caught up with the traffic and show every disposition to increase their facilities and equipment to keep pace with the growth of the business.

#### GENERAL AND PERSONAL NOTES.

Mr. F. M. Boynton, the hustling coal man of Pittsburgh, has gone west on business.

S. B. Cochran, an extensive coke manufacturer of Dawson, Pa., accompanied by a party of friends, spent several days in Pittsburgh this week.

The new towboat Volcano, built at Parkersburg, for the Diamond Coal Co., was put in service this week in the Pittsburgh harbor, and is attracting much attention. The craft is a large one and much handsomer than the ordinary boat of its kind.

Col. J. F. Tilley, superintendent of the claim department of the Monongahela River Consolidated Coal & Coke Co., and secretary of the Pittsburgh Coal Exchange, has returned to Pittsburgh after an extended vacation. Mr. Tilley spent his period of rest in Indiana and Kentucky.

The quarterly statement of the Pittsburgh Coal Co. was not made public today as expected. It is stated that important features to be in-



cluded in this statement had not arrived from other points. As soon as they can be incorporated in the report it will be given out. Meantime the preferred stock was stronger in anticipation that this report would be an exceedingly favorable one.

J. H. Ehrle, past exalted ruler of the Pittsburgh lodge, Brotherhood and Protective Order of Elks, and master mechanic for the Pittsburgh-Buffalo Coal Co., died suddenly at Denver Sunday last. Mr. Ehrle was at Denver attending the annual convention of the Elks' organization when he died. He resided at Monongahela, Pa., and was married to Miss Mary Scott, of that place, who survives him.

Bernard Callaghan, aged sixty-two years, ex-mine inspector of the ninth bituminous district, and one of the most widely quoted authorities on coal mining in Pennsylvania, died suddenly at his home in Connellsville Tuesday morning, July twenty-fourth. Mr. Callaghan was appointed mine inspector by Governor James A. Beaver, and served until a year ago. He is survived by his wife and five children.

Official figures on the June movement of coal over the railroads operating between the Pittsburgh district and the lower lake ports, have not been fully compiled, but it is expected that the total shipments will eclipse all former records. It is reported that the Pennsylvania's tonnage increased thirteen per cent in coal, and the statement is made that the traffic was forwarded more expeditiously than in any preceding year.

One of the largest sales of real estate recorded during the week at Pittsburgh was that of the James H. Guffey coal lands in the Youghiogheny valley, which were sold to J. W. Weddell, of West Newton, Pa., for \$81,200. The property contains 119 acres, and was sold at the rate of \$70.00 an acre, which is considered a reasonable price for coal lands located in the Pittsburgh district and so advantageously placed for developing and shipping.

The scarcity of coke workers is still being felt in the coke region. Prices remain high for this season, an increased demand for the foundry grade holding it to \$2.75 to \$3.10 per ton, while furnace grades are bringing from \$2.45 to \$2.65 a ton. A summary of the Connellsville region for last week shows a total of 23,313 ovens in active operation, with 2,073 ovens idle. The week's production is estimated at 272,386 tons, being an

increase of 15,270 tons over the previous week. The shipments aggregated 11,840 cars to the following points: Pittsburgh district, 4,273 cars; west of Pittsburgh, 6,199 cars; eastern district, 1,368 cars. The estimated tonnage of these shipments is 271,446 tons. From the Lower Connellsville region the shipments aggregated 101,628 tons.

Major W. L. Sibert, United States engineer, has completed his report of the navigation of the Pittsburgh harbor for the year ending July 1, 1906. The report shows that during the year 11,447,444 tons of freight went up and down the Monongahela river, and that this was an increase of more than 2,000,000 tons, compared with the record of 1905. Of the total tonnage passing through the locks, as shown by the official records, more than 9,000,000 tons were coal.

One thousand acres of coal land in Washington county, Pa., were sold this week to W. W. Luce and R. L. Biddle, of Donova, Pa. The total number of acres was made up of small tracts, contiguous to each other, but making in the whole a valuable plot and near enough to each other to be successfully operated as one track. Eight farms were included in the purchase, and the sale was made for the Pittsburgh-Wabash Gas Coal Co. The purchase price was \$75,000.

Quiet still prevails on the Monongahela, Allegheny and Ohio rivers. The water is at such a stage as to disable much navigation. For a number of days the different river coal companies have been trying to bring into port a large number of tows that have been stranded along the Ohio river. The present supply of coal in the Pittsburgh harbor runs into several millions of bushels. The upper pools are full, and the whole river coal situation is one of expectancy, waiting for a rise in the rivers.

The outlook for a fight between the coal operators of the Pittsburgh district and the miners of District No. 5, United Mine Workers of America is bright, as the miners employed at the mines of the Pittsburgh Plate Glass Co., at Charleroi, which is known as the Charleroi Coal Co., have obeyed the orders of District President Francis Feehan to go out on a strike. Mr. Feehan states that the three hundred miners at the Charleroi mines are out and the mines will be closed until the Pittsburgh Plate Glass Co. sees fit to sign the 1903 scale. The Charleroi Coal Co. has already signed the scale as the

Charleroi Coal Co., but not as the Pittsburgh Plate Glass Co., and the officials of the latter company state that they will take the matter to court and prosecute the officers of the district for conspiracy for violating their contract. The strike at the Charleroi mines may lead to a general strike, as the miners at other points in the district threaten to strike should any other operator furnish the Pittsburgh Plate Glass Co. with coal. Officials of the plate glass company are not concerned at this threat, however, as they are able to get plenty of coal outside of the union mines.

Preliminary action toward abolishing Pittsburgh's great evil, the smoke nuisance, was taken last night at a joint meeting of select and common councils. A few quotations from the ordinance as passed shows that the members were in earnest, and showed a thorough knowledge of the subject in hand. The ordinance states: "An ordinance to regulate the emission and production of smoke from smoke stacks, chimneys, etc., in the corporate limits of the city of Pittsburgh, by declaring the emission of dense black or gray smoke to be a nuisance, and providing the penalty therefor." The ordinance is widespread in its desire to cover all kinds of chimneys or outlets for smoke of any kind, and includes not only such boilers as are stationary in the city, but takes in all engines on railroads and steamboats, plying within the corporate limits. A chief smoke inspector is to be appointed, with several assistants, whose duties will be to see that all buildings of any kind, having smoke stacks that emit the black, or even gray smoke, shall be under the ban, and must install some kind of a device that will do away with the sending out into the air such emissions of black and gray smoke, etc. Power to act with delinquents is also bestowed upon these inspectors. The outcome of the matter is looked forward to with more than ordinary interest by the citizens of the "Coal City." Ten years ago the same matter was tried, and proved a fizzle. It degenerated into a case of "graft." The chief smoke inspector then stood in with a firm that made a so-called smoke consumer, and the results were so disastrous that the whole matter was abandoned. A recent visitor to Pittsburgh, a prominent man from Europe, said that "Pittsburgh was the most picturesque and the most beautiful city in the world." Certainly it is smoky and smutty at times and in places, but the world should remember that "underneath the smoke there lies the deuce."

## Market Conditions and Trade Gossip from Cincinnati.

Office of THE BLACK DIAMOND,  
CINCINNATI, July 26.

If there is any feature of the coal market this week that is more prominent than any other one, it is that nut and slack has become a little more plentiful and that the market on that grade of fuel is correspondingly easier. This does not mean that nut and slack has taken a slump, and that either prices have fallen badly, or that there are concerns trying hard to unload demurrage coal; it means just what the first sentence says. Nut and slack, in a number of places, has been more plentiful during the past few days, but the demand has absorbed all that has been offered, and at very fair prices. Sixty cents a ton at the mines is the lowest price heard of during the week, while of course there are a number of producing concerns that are having no trouble in disposing of all the fine coal they can make, and at as high prices as seventy and seventy-five cents a ton at the mines.

### Scarcity of Smokeless Coal Probable.

Probably the next noticeable feature of the market is the growing and great strength of the smokeless market. It now begins to look as if last year's experience will be repeated by many foolish dealers who persist in delaying placing their orders. As noted last week in this department of THE BLACK DIAMOND, one large smokeless concern had at that time sold its output up to the first of September, the time when prices usually become higher, and there are other

concerns this week reporting that they have about all the business they can attend to before the first of September. It will not be surprising to learn that during the next few weeks a premium will be asked on prompt shipments of Pocahontas and New River lump and egg coal for family use. The price of smokeless lump and egg is \$1.50 a ton at the mines, with run-of-mine selling at \$1.15.

The market on splint and gas coal is quite strong, and the prediction made in this department from time to time that prices will be higher before they are lower is being verified to the letter. It is now impossible to buy anything but the most inferior lump coal for less than \$1.40 a ton at the mines, while \$1.40 is the real market for ordinary grades, with a few concerns asking and getting \$1.50 for limited quantities of West Virginia lump. Ohio shippers are not only asking, but they are getting \$1.50 for their lump and a few sales of grades have been made at \$1.50 a ton at the mines.

Run-of-mine is in fair demand, and ranges from ninety cents to \$1.10 and \$1.15, with the bulk of the sales around about a dollar a ton at the mines. The increased supply of nut and slack during the week apparently had no effect upon run-of-mine sales, and at this writing the market is very firm. The range of prices of this grade of fuel means that there are many grades, and each sells upon its own merits. Nearly every large user of coal knows that some coal is cheaper at \$1.15 a ton than others at ninety cents. War Eagle coal is quoted this week at \$1.50 a ton at the mines for lump and egg, \$1.40

for nut, \$1.10 for run-of-mine, and eighty cents for nut and slack. Thacker prices are about the same as War Eagle.

### The Ohio River Trade.

The anticipated rise in the Ohio River materialized nicely, and the Kanawha shippers were enabled to market here quite a number of barges of their product. They did not get out quite as much as they expected to, however, and the receipts by water during the week will fall a little below 2,000,000 bushels. Prices are very firm on all grades of river coal, ranging from seven to eight cents a bushel for lump, with nut and slack worth five and a half and six cents a bushel afloat in barges. There is a good stage of water in the local harbor, which allows the local river elevators to handle their coal without lightening up any of their craft, thus saving them a considerable expense that they are sometimes compelled to stand.

No changes have taken place in the retail trade of the city. Most of the dealers report that they are fairly busy with orders for delivering coal, and there is little likelihood of any changes occurring for some time. Anthracite sells for \$7.50 a ton, Pocahontas and New River \$4.00, splint lump \$3.25, and nut and slack from \$1.90 to \$2.25 a ton delivered to families or other consumers.

### NEWS NOTES AND PERSONALS.

Col. J. C. Beebe, general manager of the Guyan Valley Fuel Co., is now spending much of his time here looking after the erection of his big coal elevator above North Bend, a Cin-



cinnati suburb. He reports work progressing nicely both here and at Huntingdon, W. Va.

A. N. Ainsworth, representing the S. P. Bennett Fuel & Ice Co., Grand Rapids, Mich., spent several days in Cincinnati this week after having been to a number of West Virginia mines.

New York capitalists have just negotiated a deal for 20,000 acres of timber lands in Perry county, Ky. The price paid is \$10 per acre cash. The land is rich in timber and coal and will be developed as soon as the new owners take possession. No railroad touches, but one will be built within a short time.

C. H. Jones, of Indianapolis, spent several days among his old Cincinnati friends this week. Mr. Jones is now a mine owner as well as a successful selling agent, having purchased, several months ago, a controlling interest in two good mines in Indiana. His friends here are very glad to learn of his great success.

The Kentucky Coal Mining Co., representing Dayton (Ohio) capital, has bought the coal rights under 2,000 acres of land in Union county, Ky., near Waverly, and will sink a new shaft and open a large mine. Charles A. Baker is president of the company and James Stoops vice-president. The price paid averaged about \$5.50 an acre.

R. H. Bartlett, the popular young secretary of the Darby Coal & Coke Co., is spending part of the week in Cincinnati in the interests of his company, which recently moved its general offices to its mines at Darby, Va. As much of the company's business comes from this territory, Mr. Bartlett expects to spend considerable time here. He reports business very good.

Every coal man in Cincinnati, as well as many in other places, will be interested in knowing that J. H. Briscoe, assistant western manager of the Chesapeake & Ohio Coal & Coke Co., will

be married to a beautiful western girl in about two weeks. The formal announcement will be made next week, but a number of Mr. Briscoe's intimate friends, who had been let into the secret, are already wishing him all possible happiness.

Col. Alexander Cunningham, president of the Luhrig Coal Co., reports that his extensive mines are again working full force, after the recent disagreements between the company and George Harrison, chief mine inspector of Ohio. Mr. Cunningham says Mr. Harrison far exceeded his authority, and that the Luhrig Coal Co. was at all times following the letter as well as the spirit of the law. The Luhrig mines are among the largest and best in the state of Ohio.

The Buckeye Fuel Co., a newly organized coal concern of the Queen City, is now comfortably situated in the new Fourth National Bank building, and is nicely equipped to do a flourishing business from this time on. This company has for its president and general manager John D. Silk, widely known as a coal salesman in this territory, and J. W. Watters, a popular local man for traffic manager. The new concern reports having already booked a fair amount of business, and it has bright prospects before it.

An echo of the noted "Little Kanawha Syndicate" case, in which John S. Jones, a wealthy Chicago coal man was opposing George Gould, the head of the Wabash railroad, and Joseph Ramsey, formerly president of the Wabash, was heard a few days ago in the United States court here. Judge Thompson listened to arguments and denied Jones' application for a receiver for the Little Kanawha Syndicate. The court found that the property of the syndicate, consisting of valuable West Virginia coal lands, was in no danger of being dissipated, and that its transfer to the Pittsburg & Lake Erie railroad had been regularly made.

plaint is that a car of coal shrinks three tons in weight between the time it is shipped and the time it reaches its destination. The retailers want to find out at whose door the blame for this shrinkage should be laid. If they find that the association is to blame they say that they will ask it to remedy the evil at once. If the association then fails to comply with the demand the dealers say they will seek relief through the legislatures of the two states. The same course will be followed if the railroads are found to blame.

A large operator said today that it would be impossible to prevent the shrinkage of coal en route unless a new method of shipping was instituted. The shrinkage, he said, was due to many causes. The jolting of the car is partly responsible. Much is stolen during the journey, and in not a few instances railroad employees shovel off many pounds at different points to be distributed among their friends. He said that the only way to prevent shrinkages was to ship the coal in box cars, the doors of which would be sealed as in the case of the shipments of other commodities. This would not exactly be impracticable, he said, but would be inconvenient and expensive and would increase the price of the coal to both dealers and consumers.

#### Wabash to Stop Using Missouri Coal.

Citizens of Moberly and Huntsville, Mo., are considerably agitated over the recent announcement of the Wabash railroad that it intended using Illinois coal at Moberly on its chutes, instead of Missouri coal. The Wabash shops are at Moberly and large amounts of coal are consumed there daily. About 250 tons or ten cars of coal are used per day. The reason given for the action is that the engine men, who became accustomed to burn Illinois coal during the suspension of work in the Missouri mines, say that the Illinois coal burns freer and is not so troublesome to fire as the Missouri product.

Most of the coal that had been used in the Wabash shops was mined in Huntsville. The Huntsville people indignantly deny that their coal is less desirable than the Illinois product. They

say that for a quarter of a century no bituminous coal has beaten the Huntsville article for steam and heating purposes. They declare that there must be some valid reason why the Wabash has decided to buy its coal in another state and haul it to Moberly for use, other than that the quality of the Missouri coal is not up to the standard of the Illinois coal. They intimate that the Wabash is either interested in the Illinois mines or can buy the coal much cheaper than the Missouri product.

It is expected that about the middle of September an auction will be held in Topeka, Kas., for the sale of every parcel of the property of the late C. J. Devlin, now in the hands of trustees. Mr. Devlin was at one time one of the largest coal operators in the southwest and the coal properties will probably be among the other things sold to settle his estate. Many of the creditors of the estate have signed the petition asking the trustees to order the sale so that the affairs of the estate may be cleared up. A meeting of the creditors has been called for August fourth, when the plans of the auction will be discussed. The properties will be sold for cash.

There have been no recent changes in the prices of coal. The operators are producing more coal than is needed for actual consumption. The average of production is said to be about the same as it was this time last summer.

### The Ohio Coal Trade.

CLEVELAND, OHIO, July 26.—(Special Correspondence.)—Up to Wednesday evening nothing had resulted from the meeting of operators and miners of the eastern Ohio field at Wheeling. Conferences have been in progress there since Tuesday and it is presumed the committee is threshing over the same questions that came up in the meetings here last week, at which time it was the machine scale that was standing in the way, most of the other questions having been gotten out of the way, presumably in favor of the miners. From the manner in which they are standing out, they are still unwilling to yield anything in exchange for the points which they have gained.

From all the information at hand, it is inferred that all the operators are asking is that they be placed upon the same basis regarding the machine scale that the Hocking Valley and other districts enjoy. The same old tactics apply in this case as in all others, once the miners get an advantage, no matter whether other districts have it or not, they hang to it like grim death.

#### Fair Treatment All That Is Asked.

After allowing the miners to have this advantage for years, and considering that they have pretty stiff competition this year, the operators feel that they should now have the same price for the machine work that the others have secured. They are evidently in earnest over the matter, as they refuse to make a settlement when it would be to their advantage otherwise to have their mines at work.

However, the representative of THE BLACK DIAMOND is told that most of the large shippers from that district have had arrangements through which they have been able to fill their lake orders in good shape and perhaps with coal that will give even better satisfaction than their own. It is known that several of them have been shipping a large amount of coal for some weeks back.

The operators and miners in the Massillon district failed to reach an agreement. The matter has been in the hands of a committee made up of representatives of both sides for more than two weeks, but it seems that their work did not yield results. On account of the fact that this coal is largely used for domestic purposes and that very little of it is shipped by lake, the operators are not so anxious to reach an early settlement in that district. The retailers, however, would like to have a settlement reached, as a late resumption of work will without doubt make the prices higher and this they do not care to see. There has been quite a little comment regarding the prices of this coal in the past, especially in this city.

#### Statement from J. H. Winder.

John H. Winder, chairman of the committee of fourteen, is quoted in a local paper as fol-

## The Missouri River Coal Trade.

KANSAS CITY, July 26.—(Special Correspondence.)—Commissioner Brown, of the Southwestern Interstate Coal Operators' Association, returned yesterday from a visit to different coal properties belonging to members of the association. He reports that conditions are generally satisfactory and that all of the mines are in operation, except one or two in Arkansas and those in the Novinger district in Missouri. The trouble in Arkansas is settled at least temporarily, Mr. Brown says. Miners have gone to work on the double standard basis, pending the decision of the supreme court regarding the constitutionality of the Arkansas state law against the double standard. Only at the mines in the district near Spudra on the Arkansas river have the miners refused to go to work. The blackberries and the catfish are holding out well there, and so long as they can provide themselves with food, just so long will they ignore the orders of the miners' union, the demands of John Mitchell, and the requests of the operators.

Mines in the Novinger district, near the Iowa line in Missouri are still idle, the operators declaring that under the provisions of the strike settlement the cost of mining in that district would be too great and the profits too small. There seems to be no immediate prospect of a resumption of work there and it is said that many of the miners have emigrated from that district. Operators of the Novinger mines are still members of the southwestern association. Before the strike the coal production in the district was about 10,000 tons.

#### Causes of Short Weights.

Southwestern operators are not noticeably agitated by the efforts of the Missouri and Kansas Coal Dealers' Association to discover what causes short weights in coal shipments. There have been no manifest results from the visit last week of W. W. Cleland, Lawrence, Kas., president, and Henry Nesbit, Atchison, secretary. They said at the time that they were seeking evidence and that they intended visiting all of the large retailers in Kansas City and other cities in Missouri and Kansas. The com-



lows: "Were the figures available, I believe they would show that the miners of Ohio lost money by their recent idleness, even though they have been granted an increase in wages for the coming two years. The miners have been idle almost four months. In that time the companies affected lost much business that it may be impossible to regain this season. This will react upon the men, in that it will reduce their work just so much for the remainder of the season. The increase they receive will not make it up. Practically, the situation has been cleared up throughout the state, as but one field is idle now and a settlement may be reached there this week."

Reports from the vessel owners are to the effect that the call for boats the past week has been greater than the supply. Considerable

coal has been coming in, enough, in fact, to glut the market temporarily. But this is due to local conditions and can not last, as the coal mined is not sufficient to keep it up. Small boats are scarce and shippers looking for them have been disappointed in not getting their cargoes off as soon as could be desired.

It is said that the middle district operators are having trouble in getting the supply of cars they need and for this reason the mines have been running rather fitfully for some time. That section supplies a considerable percentage of the coal for local steam use and as the demand is not strong it is possibly a good thing that the output is limited at present. It will at least enable them to secure a better price for what is shipped.

the ones in use in that part of West Virginia. The contract for the opening of the mine has been reserved and will not be let in conjunction with the ovens. The Pittsburgh Coal Co. owns a large tract of coal on the west side of the Monongahela, both in Monongalia county, W. Va., and in Greene county, Pa., which adjoins. It is said the building of ovens will be a new venture for this company, which has confined its attention exclusively formerly to shipping coal.

A boom in coal lands in that part of the state is looked to follow, and already there is considerable speculative activity. Prices of coal lands there have been advancing steadily from \$15 an acre a few years ago to \$500 this year. The coal is believed to closely approach the Connellsville article in coking capacity.

A new coal town is projected in Marion county, according to newspaper rumor, to be located at Farmington a short distance from Fairmont. The western Maryland interests are reported as being behind the plans, and it would not be surprising if they were, as they are the owners of a 25,000 undeveloped tract which covers that vicinity. It was bought originally during the Wabash excitement and formally transferred to them a few months ago.

T. J. Houser, superintendent of the Tidewater Coal & Coke Co., and in that capacity for five years, has just died at Bluefield after a short illness, at the age of thirty-eight. His remains were taken to Brookner, Ohio, for interment.

The Elm Grove mine, near Wheeling, has resumed non-union operation successfully. It is under the eastern Ohio jurisdiction. The Glendale mine, just south of Wheeling, will be started likewise soon, as the company has ordered the striking employes to vacate its dwellings or be ejected.

## Mining News from West Virginia.

WHEELING, W. Va., July 26.—(*Special Correspondence*.)—Although there has been little complaint over the car supply, coal shippers have been suffering for a week or more acutely from traffic congestion at terminal points. This situation applies forcibly on the Baltimore & Ohio at Wheeling, Grafton and Holloway, the three divisional centers on its main line which handle the coal tonnage for its territory, east and west and to the lakes.

The railroad company has about cleared up all this trouble. Freight conductors were given orders in the handling of local and through shipments in a way that helped bring relief. The handicaps to coal shipments from the congestion standpoint developed through the tax on the railroads for flat cars, which they have been endeavoring to move to San Francisco with the right of way, carrying structural steel and other shipments for the coast. Considerable construction work which the railroad wants accomplished also induced it to favor flat cars hauling railroad material.

### Causes Delay in Lake Shipments.

At Wheeling and at Holloway shipments out of the Fairmont region are diverted to the lakes. With the yards here congested the coal trains were held up for days at a time. It is not known that the other two trunk lines, the Chesapeake & Ohio and Norfolk & Western, have suffered in the same respect, but it is believed they have suffered in sympathy at other terminals and junctions.

The coke company injunction suits in the Pocahontas region are still undecided. Three hundred loaded coke cars were tied up a few days ago while there was an effort made to dissolve the injunction restraining the Powhatan and other companies from giving their business to the new Producers' coke shipping agency. Heretofore the Pocahontas Coke Co. had been the agency for the Powhatan and other companies. The status of affairs was changed to allow the use of the cars pending a final outcome.

Among the operators interested in the proceedings who were present at Bluefield were: F. F. Terrell, John J. Tierney, Philip Goodwill, Edward Cooper, L. E. Tierney, Charles S. Thorne, John J. Lincoln, R. N. Buford, James Elwood, W. J. Beals and Isaac T. Mann. The contest was opened up a few weeks ago, when Mr. Tierney and associates formed a new coke agency and went after business that had been enjoyed by the Pocahontas company.

### Production in the Kanawha Field.

During June the output from the Kanawha field on the Chesapeake & Ohio railroad amounted to 413,575 tons. The Kanawha Fuel led with over one-third of the production. Most of the coal went to inland points, only about 80,000 tons going to tidewater. The coke production was 7,410 tons. Shipments for the Kanawha & Michigan railroad mines in the same district for the month are not available.

Reports have reached this state to the effect that the Norfolk, Va., coal dealers are pretty well satisfied with the freight reductions at that point, which bring the rate down to \$1.50 a ton

for coal from the Pocahontas and Tug River districts, a reduction of ten cents a ton, which is five cents less than the reduction to manufacturers recently put in effect, but the dealers figure that they can give the consumer the benefit of the reduction and extend their trade.

### Pittsburgh Coal Co. to Build Coke Ovens.

The first activity in the coke trade near Morgantown since Senator Elkins opened several hundred ovens a year ago has been shown by the Pittsburgh Coal Co., which this week asked for bids for the building of 125 ovens. The ovens will be of the bee-hive type and smaller than

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., July 26.—(*Special Correspondence*.)—The hot wave has not been conducive to good business in the coal trade but it has not prevented the operators and dealers from exerting an extra effort to land good contracts for the coming winter season. The representatives of the companies are working hard and are reporting an excellent outlook for the fall and winter.

The fact that there is but little doing in the way of actual selling now is not worrying them greatly as they figure it will not be long until the business will open in good shape. Within the next few weeks many companies expect to reap a fair harvest supplying the schools throughout the state with their winter fuel. This trade is just opening up and many of the companies here are receiving requests from school corporations to present bids within the next month.

There is more work than usual at the mines for the time of the year and aside from the row in the Linton district over what constitutes a "reasonable amount" of slate to be removed by the miners, conditions are harmonious. Most of the operators, however, are confining themselves to getting out just about enough coal to keep their contracts going. Practically no free coal is being consigned to this market and some of the operators say they are not sending much to Chicago that way.

### Prevailing Indiana Mine Prices.

The prevailing prices f. o. b. the mines follow: Domestic lump, \$1.60; steam lump, \$1.38; egg, \$1.60; nut, \$1.38; mine-run, \$1.16; crushed mine-run, \$1.16; steam egg, \$1.43; screenings, eighty cents. Some of the operators are shading these prices a trifle but there is no more rate cutting than usual.

The situation in the Linton district has been so ugly that it has threatened to involve all the mines operated by the operators' association. The miners still seem determined to have their own way as to the amount of slate they shall remove.

President Kolsem, of the operators' association, and his associates, have been trying to effect a settlement but the miners want their way or a suspension. About four hundred men employed

by the United Fourth Vein Co., of Linton, and the Summit Coal Co. have refused to work under the temporary agreement made last week.

President Mitchell went to Terre Haute yesterday to attempt to bring about a settlement but he seemed to feel before he left the headquarters here that the miners were in the right. An effort was made at the recent wage conference at Terre Haute to settle the slate question but it was a failure because the miners would not agree to remove a stipulated amount. It was finally decided that the old conditions relative to slate should prevail. The operators at Linton insisted that a "reasonable amount" meant one car—or about 2,800 pounds of slate. Miners employed by the Summit Coal Co. and the United Fourth Vein were discharged when they refused to remove a car load and their associates walked out. Some of the Vandalia company mines were threatened but the men went to work again under the temporary agreement.

The protracted disagreement and the evident determination of the miners to have their own way regardless of the cost to the operators, caused the latter this week to threaten to cut off the "check-off" system if the question is not settled fairly at once. This threat has caused many of the miners to talk of retaliating by calling out all the men in the Indiana field. It is generally admitted that the outlook is not bright for permanent peace in this district.

The Vandalia Coal Co. is about to remove its Linton offices to Terre Haute. The arrangements for the change have been made. John Hewitt, of Linton, will continue at Terre Haute as general manager but Winfield Sponsler, assistant superintendent, has resigned. The company recently erected a handsome two-story office building in Terre Haute.

The headquarters of the mine workers here are a hotbed of opposition to Speaker Cannon. President Mitchell is keeping very quiet as to his opinions but S. M. Sexton, editor of the miners' paper, and others connected with the organization are outspoken in their efforts to stir up a revolt against "Uncle Joe" in the Danville district. The miners there are being urged to vote against his candidacy for re-election this year.



## The Detroit Coal Trade.

DETROIT, MICH., July 26.—(*Special Correspondence*).—An idea of the demoralized condition of the Detroit market this week can be gathered from the fact that ten carloads of West Virginia run-of-mine was offered for seventy-five cents without takers. A speculator who had ordered several cars to this point on consignment was very anxious yesterday to get rid of a big lot of three-quarter inch for eighty-five cents. There are four hundred cars on the Michigan Central tracks in this city and it is almost impossible to sell one car to the Detroit trade. Probably not in years has the local situation been so bad as it is today. Meantime the outside demand is good and considerable coal is sold out in the state.

Prices remain fairly firm for contract coal, though slack shows some weakness. Many complaints are being heard from shippers that they are unable to get boats for the up-the-lake shipments. Many vessels are going up light for ore in preference to waiting for their turns at the docks. They save more time by passing up their coal cargoes, owing to the better price they get for ore cargoes. Pocahontas smokeless is coming to the front. The market is strong in this variety and inquiries are coming in fast. It is predicted that smokeless will become quite a factor in the western trade.

### Prediction that Prices Will Go Lower.

Apropos of the fact that the bottom has been knocked out of the local market, a prominent shipper ventures the prediction that prices will go still lower, though he is confident that there will be a tremendous demand next September and prices will soar high. It now transpires that the big factories have not been drawing on their surplus ever since April first. It seems that they were buying coal right along during the continuance of the strike and did not begin to draw on the surplus until after the strike was settled. Hence they all have considerable on hand and will not run short for at least another month. Nobody seems inclined to take the advice of the shippers who tell them that they are foolish to touch their present stock when they can buy coal at the present comparatively low prices. But that is said to be characteristic of Detroit.

Besides the lack of lake transportation, there

is a shortage of cars at the mines, the trouble in this respect having started much earlier than usual. Though the Chesapeake & Ohio has spent a mint of money increasing its equipment, it appears that it has not been able to keep pace with the enormous increase in the general business of the country. In fact, everybody but the poor coal speculator seems to be making money. Were there a big demand for coal today, the railroads would find themselves badly handicapped by this car shortage.

### GENERAL AND PERSONAL NOTES.

Sol. Coolidge, of the Young & Mauer Coal Co., of Cleveland, is spending a few days in this city.

C. M. Beardsley, of Cleveland, connected with the Ohio & Pennsylvania Coal Co., is visiting W. C. Clark, of this city.

W. J. Gebhard, traveling salesman for W. J. Scully, has returned to the home office after a prosperous trip through Michigan.

Walter J. Mullins, of Cleveland, producer of Palmyra and Goshen coal, is spending a few weeks at the Colonial hotel, Mt. Clemens.

E. J. Corbett, well known coal man of Detroit, spent last Sunday and Monday in Columbus, Ohio. He found business pretty dull at the mines.

C. J. Andrews, manager for the Sunday Creek Coal Co. in this city, has been down with typhoid fever since last Friday. Latest reports indicate that he is having a mild form of the disease.

R. C. Canteloni, traveling sales agent for Michigan, and A. W. McKenzie, agent for Ohio and Indiana for the Fairmont and Consolidation Coal companies, have temporarily left the road, owing to the inability of the company to take on any new business.

The Wills Creek Coal Co., which recently took over 5,000 acres of the Cambridge Consolidated Coal Co.'s property, consisting of two mines, one at Pleasant City and the other at Buffalo, Ohio, is sinking two more mines on the property. This will make the Wills Creek, it is claimed, the second largest producer in Ohio, the Sunday Creek being the largest.

## The Hocking Valley Coal Trade.

COLUMBUS, OHIO, July 26.—(*Special Correspondence*).—The most marked feature of the Hocking valley coal trade at present writing is the heavy tonnage to the lakes, a happy contrast to conditions last July. At that period the lake business was badly demoralized, owing to the fight among the Hanna interests and their rivals in eastern Ohio, which had forced prices down to such an unprofitable point that some of the larger operators in this field stood aloof from them.

This season there appears to be a disposition on the part of all the large competing companies to sustain prices and make some money. The opportunities for realizing the latter appear to be better than for a long period. The docks on the upper lakes are well cleared up and apparently able to take care of all the coal that can be shipped to them from now on until the close of navigation. The most serious handicap at present is the lack of boats. Although contracts between vessel owners and the big lake shippers call for a service from the former that shall be adequate for all demands, there is much complaint about boats going back light, on account of the profitable ore-carrying rates, rather than waiting to take on a cargo of coal.

### Serious Car Congestion at Toledo.

As a result the railway yards at Toledo are reported as being fairly blockaded with Hocking coal, and the same is true of Detroit. The Sunday Creek Co. alone has 60,000 tons of coal on cars. As yet there has been very little

scarcity of cars, any trouble in this line being local and due more to the inability of the railway companies to always distribute them promptly than to actual shortage, but a very serious car famine a little later on is anticipated, when domestic dealers begin to lay in their stocks.

School contract business and thresher coal is giving some activity to the general market. The demand for steam coal is much better than usual at this season of the year, partially as a result of exhausted supplies during the strike. Prices are well maintained, being from ten cents to twenty-five cents higher than were realized a year ago. An advance of domestic lump from \$1.50 to \$1.75, with a corresponding increase on other grades, is expected by the middle of August, or at least by September first. Very few concerns are complaining of lack of business, and a number report being behind with their orders.

The thin-vein operators, controlling some twenty-five mines in what is known as the Crooksville district, in the vicinity of Zanesville, adjusted differences with their miners on Friday of last week on the basis of a slight advance over the 1904-5 scale, and are proceeding to resume work.

### GENERAL AND PERSONAL NOTES.

E. J. Corbett, of the Corbett Coal Co., Detroit, was in Columbus on Monday.

Two officials of the Sunday Creek Co., G. E. Tetrick, manager of stores, and C. J. Andrews, northern sales agent, are seriously ill with

typhoid fever, the former at Columbus and the latter at Detroit.

Harry Loomis, of the National Coal Co., Akron, paid Columbus a visit this week.

John Henderson, vice-president of the Washington Fuel Co., has been appointed receiver of the Peerless Coal & Iron Co., of Jackson.

James A. Henchy, of the Antler Coal Co., Welch, W. Va., has been paying a visit to the Capital Coal & Coke Co., whose interests he has in charge on the N. & W. lines.

L. M. Breeden, of the Eagle Coal Co., and also president of the new Graham Coal Co., which was incorporated a few days since for \$25,000, is on a trip to the mines of the latter company, at Mason, near Charleston, W. Va.

Some interesting figures have just been given out by the Sunday Creek Co., showing that it has 100,400 acres of coal lands under lease, 32,000 of which are West Virginia; it has forty-four mining plants with a possible annual production of 10,599,000 tons of coal, and 381 coke ovens, with a capacity of 210,000 tons annually; it operates twenty-nine mine stores; has under lease 1,571 miners' houses. The total revenue of the company for the nine months ending March thirty-first, 1906, was \$4,664,790. The latest improvement of the company has been the equipment of its Duluth docks with electric lights, so as to work night as well as day shifts.

### Coal Trade in The South.

MEMPHIS, Tenn., July 26.—(*Special Correspondence*).—The wholesale coal firms here report a good demand and prices firm, a trifle better than they were several weeks ago. The retail trade in Memphis the present summer will exceed in volume that of last year, but no recent price changes are recorded. With the approach of the fall cotton market period and the starting up of cotton mills, cottonseed oil mills and the like on an enlarged scale the anticipations are for a much larger business in the early fall and even during next month.

The Brown Coal Co. report a satisfactory wholesale trade and their retail business has held its own. Mr. Brown recently took a swing around the circle, visiting the mines from which they secure their coal. He looks for a fine autumn business in Memphis.

The Galloway Coal Co. has done a large retail business this present summer, as, with Memphis free of quarantines and such annoyances, the people have stayed at home and consumed a great deal more coal than last season for domestic uses.

Ed. F. Carroll and Peter J. Quigley, prominent young business men here, have bought out the business of the Consumers' Coal Co., and will operate it under the same style. Mr. Carroll has recently been a valued attache of the office of the Bannon Coal Co., this city, while Mr. Quigley has been connected with the wholesale department of B. Lowenstein & Bros. for eleven years. The company under its new ownership will cater both to the wholesale and retail trade. Its yards are conveniently located at Kansas and Trainor avenues.

### Nashville Notes.

The Nashville firms report that July trade is proving unusually active. The wholesale business is showing small price gains, but retail prices have not increased.

The St. Bernard Mining Co. has an important office in Nashville, and the St. Bernard people also have several yards there. James R. Love, manager of the business at Nashville, has been with the company for thirty years, and since 1898 has been manager. His assistants are W. P. Finney and G. A. Davis. The St. Bernard company has its mining interests in Hopkins county, Ky., one of the first coal producing counties of that state, producing as it does about one-fourth the entire output of the state. The company operates eight mines, one of which is in Webster county, Ky. It employs hundreds of men; indeed, these employees with their families make up more than 5,000 of the population of Earlington, Barnsley, Morton's Gap, St. Charles and Hecla, Ky.





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***"Vested Exclusively in the Operator."***

While the leaders of the United Mine Workers of America are sound-  
ing their own praises, and claiming a victory in the form of settlement  
agreed upon in the Clearfield district, it is well to repeat and emphasize  
that the triumph is by no means all theirs, or even chiefly, on their side.  
In certain respects they seem to have been successful in securing a portion  
of what they demanded, namely a shorter working day, and an advance in  
wages. Yet even here the appearance is greater than the reality, for while  
the wage scale agreed upon does show some advance over that of last year,  
it should be remembered that the men did not have to fight for this. As long  
ago as on the twenty-sixth of last April the operators posted at the mines  
a scale which they were willing to pay their men. That this very same scale  
is the one finally accepted by the mine workers is acknowledged in the text  
of the agreement. So, while the men were fighting for an advance, it would  
not appear that the advance secured was forced from the operators by any  
manner of means.

But even if the union officials had won as much of a victory as claimed  
in these respects, by far the greater victory is on the other side, and it is  
this which we wish to emphasize. A few cents gained or lost, a few minutes  
more or less per day of work, are trifling matters, compared with the estab-  
lishment or maintenance of a principle. In this latter achievement is to be  
found the triumph of the operators of the Clearfield district.

By far the most important clause in the agreement is this: "The right  
to hire and discharge, the management of the mine and the direction of the  
working force, are vested exclusively in the operator, and the United Mine  
Workers of America shall not abridge that right." This right of employers  
is so fundamental and so necessary to the successful carrying on of any

business or industry that it seems incredible that it should ever have been  
questioned. Yet it is against this very right that the assaults of organized  
labor have been chiefly directed for several years, and often with marked  
success.

One of the most offensive claims of organized labor is the pretended  
right to dictate as to who shall be employed and who shall not be. The dis-  
charge of some union man, no matter how good the reason, or the em-  
ployment of some non-union man, no matter how competent and faithful,  
has been the occasion of more strikes and more strife in recent years than  
any refusal to grant reasonable demands regarding wages, hours or other  
conditions of labor.

The principle of the open shop is founded on "the right to hire and  
discharge" as being "vested exclusively in the operator," and the denial of  
this vested right is the basis of the modern demand for the closed shop.  
Such a demand therefore is a denial of a most fundamental right, as re-  
gards the employer, and of an equally fundamental right of the worker,  
that of accepting employment or leaving it, free from dictation by any indi-  
vidual or any organization. These are necessary elements in the "inalienable  
right" to "life, liberty and the pursuit of happiness" which is supposed to  
be a birthright, and their denial is a denial of that right and an interference  
with that individual freedom and equality before the laws which it is the  
purpose of our political institutions to establish, maintain and protect.

By forcing the United Mine Workers of America to recede from the  
stand which they have taken and admit that these rights are "vested ex-  
clusively in the operator," the anthracite operators first and now those of  
the bituminous field of Pennsylvania, have put the open shop principle into  
effect, and the miners have been compelled to accept it or go without work.  
It is a victory which should not be forgotten. The way has been blazed and  
every agreement from this time forth should follow it, for it would work  
to the benefit of both labor and capital, by removing a great menace both to  
national prosperity and to individual rights and liberty.

***The Work of the Geological Survey.***

The United States Geological Survey has just made public announcement  
of its plans for the continuance, during the present season, of its extensive  
and important investigations regarding the coal deposits in the United  
States. The full program is given in our news columns. While the work  
in hand will include much of purely scientific interest, one of the prime  
purposes of the survey is to obtain and publish data in the highest degree  
useful to those engaged in locating, opening and operating coal mines.

For example, in certain of the most important coal-bearing regions  
the work includes a survey in the more restricted sense of the term, extended,  
accurate work with the instruments which will make possible the publication  
of complete topographic maps. These maps show not only the location of  
mines, outcrops and veins, but, as well, the "dip" of the veins and the exact  
elevation of all important points. Possessing only the data given on the  
map of a single quadrangle, the operators and mining engineers working in  
the small territory which it covers find themselves materially helped in many  
ways, such as the more ready determination of important relationships, and  
the estimating of the probable depth to a certain vein at a given point.

As the work progresses and this mapping of the various quadrangles,  
into which the survey divides the country, is completed, their correlation  
will bring out the true relationships of the coal deposits over extended  
areas in ways directly advantageous to commercial interests. Incidentally,  
it will bring to an end many controversies as to whether two or more mines  
in the same competitive district are producing from the same or from dif-  
ferent veins.

An even more valuable part of the work undertaken by the government  
is that of actual exploration in undeveloped or little known fields. In this  
department of its activity the geological survey employs and combines the  
researches of geologists, chemists and physicists, together with the meas-  
urements of engineers, for the purpose of determining whether the coal de-  
posits of a given district are of sufficiently high quality and found in large  
enough quantity to give them commercial value.

The results of this work are published from time to time in "Economic  
Bulletins" for gratuitous circulation. These publications are of the utmost  
value to persons contemplating development work in new or untried fields,  
and have already in the past served the two excellent purposes of preventing  
the sinking of capital where profitable operation would have been doubt-  
ful or impossible, and of leading directly to the development of regions  
previously not known to be deservedly inviting to capital.

The United States Geological Survey has produced results equally  
valuable in its investigation of many of the other mineral resources of the  
country, but taking into consideration only its discoveries and publications  
relating to coal, it deserves fullest appreciation as one of the most useful  
forms of governmental activity, and should receive from congress appro-  
priations sufficiently ample to prevent any crippling of its usefulness.



## Western General and Personal Notes.

M. E. Mogg, general manager of the Mogg Coal Co., Chicago, was a Cincinnati business visitor during the week.

The Kline Brothers Coal & Grain Co., of Evanston, Ill., has increased its capital stock from \$10,000 to \$20,000.

H. M. Jewett, of Jewett, Bigelow & Brooks, Detroit and Chicago, is away on a European tour and will not return until fall.

The W. B. Stone Coal & Coke Co., of Chicago, has filed the necessary papers decreasing its capital stock from \$75,000 to \$35,000.

William Burlingham, western manager of the Chesapeake & Ohio Coal & Coke Co., is taking a trip around the lakes this week starting from Cleveland.

It is reported that 152,478 tons of anthracite and 883,266 tons of bituminous coal were received at Wisconsin lake ports during the first six months of 1906.

C. M. Moderwell, of C. M. Moderwell & Co., Old Colony building, made a flying trip to New York city this week. He left Chicago on Sunday and reached home on Wednesday.

Over one hundred candidates for positions as mine managers, mine examiners and hoisting engineers took the examination held in Springfield, Ill., last week by the state mining board.

J. A. Agee, president of the Springfield Coal & Mining Co., Old Colony building, Chicago, has returned home from New York city, where he passed a very pleasant two weeks, combining business with pleasure.

W. P. Rend and Joseph Rend, of the Rend Coal Co., Chicago, spent part of this week in Columbus, Ohio, and then went on to the Potomac district of West Virginia, where they are negotiating for a large tract of coal land.

The Martin-Howe Coal Co. has purchased 1,000 acres of coal land at Bicknell, Ind., and a shaft is being sunk on the property. The output of this mine will be handled by the Bedford Coal & Coke Co., 355 Dearborn street, Chicago.

That genial genius, Harry VanAuken, of Minneapolis, Toledo and several other places, has turned up again and the proprietor of the Occidental Hotel at Kalamazoo, Mich., mourns the loss of a large hotel bill contracted by the elusive Harry.

Sidney Hostler, of the Hostler Coal & Coke Co., Ellsworth building, Chicago, although a hustler in the coal trade, is not able to expend all of his energy in business. He is also an automobile enthusiast and had a machine in the century race to Elgin and back on Thursday of this week.

The Champaign Coal Co. is a new retail concern recently organized at Champaign, Ill. At a meeting of the board of directors held this week the following officers were elected for the ensuing year: President, Theodore L. Block; vice-president, F. Hegenbart; secretary, F. A. Wilske, and William M. Graham, treasurer.

C. C. Hawkins & Son have purchased the old Ehrmann yard at 205 Thirty-fifth street, Chicago, and will conduct a general retail jobbing business. Mr. Hawkins has just returned from a southern Indiana trip and announces that he has secured the agency for the coals mined by the Jackson Hill Coal & Coke Co., Zeller, McClellan & Co. and the Lower Vein Coal Co.

W. E. Barbour & Co. have purchased a tract of land 510 feet in length along the St. Paul road at the corner of Noyes street and Noyes place, Evanston, and a coal yard modern in every respect is in course of construction. Hay, grain and building material will be handled as well as all kinds of coal. This concern has another yard at Racine avenue and Roscoe street, Chicago.

The S. W. Little Coal Co., of Evansville, Ind., which recently increased its capital stock, has

opened up a new mine on the Blackburn property, two miles north of Petersburg. It has struck one of the best veins in the county. The coal is seven feet and four inches thick and of very excellent quality. It is said to be next to the largest vein in the state. The company is preparing to sink another shaft on the same property.

The steamer Powell Stackhouse, with 9,700 tons of soft coal, was unloaded recently at the dock of the Milwaukee Coke & Gas Co. by their two "Brownhoist" steam rigs, equipped with two-ton grab buckets, in thirty-nine hours' actual working time, an average of 249 tons per hour, or 124½ tons per hour per rig. The unloading of the entire cargo, including the cleaning up, was done by grab buckets, and for the first ten hours each machine averaged 160 tons per hour.

O. L. Garrison, of St. Louis, president of the St. Louis & Big Muddy Coal & Iron Co., accompanied by his family, left home on July seventh for an extended trip through the northwest. A letter recently received tells of a most enjoyable ten days spent in a leisurely tour of the Yellowstone National Park. From the Yellowstone the party went to Seattle, from whence they sailed on Friday of last week for Alaska, where they expect to spend several weeks, returning home the last of August.

The negro miners employed in the Brazil block district are making strenuous objections to the strike fund assessment of fifty cents a week levied to support the men who have been out of work in the Linton field. The Linton miners will not permit a negro to work with them or to live in their neighborhood, using physical force if necessary to run out of the town every colored man who appears in Linton, so very naturally those in the Brazil district are sore because they have to help support their enemies.

The Black Diamonds were defeated by the Derings in a well played game of baseball at Washington Park last Saturday by a score of ten to nine. The close score made an exciting contest and a large crowd enjoyed the game immensely. The Black Diamonds will play the Wellstons captained by Frank Posta today at Taylor street and Douglas boulevard. Alderman Kohout of the Thirty-fourth ward, has been secured to umpire the contest and a good game will reward the fans who make the trip to the west side.

S. C. Schenck, the W. C. Luhnaw Coal Co., and the New Kentucky Coal Co., of Chicago, are trying to find Michael Kubiak, a local coal dealer having yards at 712 North Ashland avenue, and 1189 North Robey street, who is said to have dissipated the contents of both yards in fast living and then disappeared, abandoning a wife and family. Kubiak, however, owns real estate valued at \$10,000, and the coal companies named being creditors to a large amount, have had a receiver appointed by Judge Bcthea and are seeking to recover the amount of their claims which aggregate \$2,200.

The Missouri, Kansas & Texas railroad has sold its interest in the Osage Mining Co. in Indian Territory to William Busby and his associates. The property was transferred on a basis of \$300,000 valuation. Of this sum Mr. Busby increased his holding with \$100,000 of the stock, his partners taking the remainder. Extensive improvements are under way at the Busby group of mines and within a short time 1,000 men will be put to work. The labor agencies in the large cities are sending men to the coal belt as fast as the trains can carry them. The demand for the coal is far greater than the supply at the present time.

The Milwaukee Solvay Coke Co. has added an electric automobile, built by the Vehicle Equipment Co., of New York, to its equipment for hauling coke. The machine will be used exclusively for delivering coke to the public schools and on either side of it are large signs reading, "Loaded with Milwaukee Solvay Coke for Milwaukee Public Schools." The machine is a powerful affair

of seven horsepower, has a capacity of seven tons, and weighs over five tons when empty. It is run by storage batteries and contains forty-two cells of twenty-one and one-half volts each and can run thirty-five miles on one charge. Its speed is thirty-five miles per hour.

Contracts have been placed for all the material and supplies for the construction and equipment of the Youngstown & Ohio River electric railway, which is being developed south from Youngstown, Ohio, by a local syndicate. The contracts for the construction are in the hands of the Cleveland Construction Co., and work is already under way at a number of points. This company will have one special advantage when it begins the operation of the line. Its power station is to be located on a tract of land alongside a coal mine. The mine is in operation and the company will have its fuel at the price of mining and hoisting and save the freight charges, which ordinarily doubles the price.

E. L. Wolford, secretary of the United Fourth Vein Coal Co., of Linton, Ind., was in town on Wednesday and Thursday of this week on company business. Although his company was at the time involved in a vexatious strike at its Black Creek and Summit mines, Mr. Wolford seemed as optimistic as ever and prophesied good times ahead for the coal trade. Thursday morning he received a message from Linton stating that a settlement of the strike had been arranged and that the men would go to work today. The miners went out about two weeks ago on account of a grievance regarding the removal of slate. The Indiana agreement provides that the miner shall remove "a reasonable amount." The Linton miners seemed to think that such an amount was no slate at all. Under the agreement reached Wednesday night, with the aid of John Mitchell, the miners are to return to work and hereafter will remove without extra payment the same amount of slate which was customary previous to the April strike. What this amount is to be will be determined by Wellington O'Connor, Indiana state president of the United Mine Workers and Phil Penna, secretary of the Indiana operators' association, after taking testimony from those familiar with past practice. Both parties have bound themselves to accept as final the decision of this commission.

On the fifteenth of last June the Old Colony Coal Co., Old Colony building, Chicago, shipped a car loaded with Hocking domestic lump coal to W. R. Quincy, doing business at Sioux Falls, S. D. In due time the coal reached its destination and was inspected by the consignee who refused to accept it on the ground that it was not Hocking coal but some inferior grade. After some delay the Old Colony Coal Co. disposed of the shipment to other parties, fortunately at the same price at which it was originally billed to Quincy, but in doing so was put to much inconvenience and expense, including a bill of eighteen dollars for car service. In view of Quincy's alleged reason for refusing the coal a thorough investigation as to the facts has been made and the Old Colony Coal Co. has in its possession an affidavit from an officer of the mine from which the coal was shipped proving conclusively that the car was loaded precisely with what it purported to contain, and was shipped while thus loaded. The evidence was submitted to Quincy and he was asked to make good the loss occasioned by his action, at least to the extent of paying the bill for car service, but he flatly refused to give any satisfaction whatever. This experience of the Old Colony Coal Co. is not an isolated case. It is characteristic of a certain class of petty souls at remote points who endeavor to get the best of the wholesalers by placing orders and then refusing to accept it on delivery, hoping to buy it in at a greatly reduced price, thereby enhancing their own profits at the expense of the helpless shipper. In the instance cited the shipper was fortunate in having another customer at a point sufficiently near to make it possible to trans-ship the coal. But such luck is by no means universal. It ought to be possible for wholesalers to co-operate in some manner for mutual protection against this class of swindlers.





At the first annual pow-wow of the Kokoals, held this month in Chicago, the nominating committee set for itself a high standard, resolving that only strong men should be recommended for the various offices, men who had already demonstrated their ability as business men and attained recognized standing in the coal trade in different sections of the country. By their unanimous adoption of the committee's nominations the delegates testified their



Pratt Thompson.

endorsement of the judgment displayed in making the selections.

THE BLACK DIAMOND, in its issue of July fourteenth, gave to its readers a picture and brief sketch of the new Modoc, A. O. Tandy, of Chicago. We now add to our hall of fame three others of the new officers.

### **Pratt Thompson, of Hartford, Ct.**

First in order is the new Baron, Pratt Thompson, of Hartford, Conn., a man young in years but old in business experience. Mr. Thompson began his business career as bookkeeper for Wm. A. Jepson, the Boston wholesale coal dealer, on January first, 1899. Later he severed his connection with Mr. Jepson to accept a higher position with the Cambria Coal Mining Co. Last year Mr. Thompson decided to start in business for himself and opened up in New Haven, Conn., under the name of Pratt Thompson & Co. On the sixteenth of the present month, in connection with F. H. Johnston, president of the City Coal & Wood Co., New Britain, Conn.; W. A. Clark, of the W. A. Clark Coal Co., Northampton, Mass., and G. U. Kierstead, of the City Coal Co., Hartford, Conn., Mr. Thompson organized The Eastern Coal & Coke Co., with headquarters at Hartford, Conn. He became a member of the Order Kokoal on December fourteenth of last year and was appointed Scout on the same day.

### **H. W. Shadle, of St. Paul, Minn.**

Henry W. Shadle, Baronel of the Order Kokoal, and one of the eleven sentries for the ensuing year, representing the order in Minnesota and the Dakotas, has been in the coal business in St. Paul and the northwest for the past twenty-three years. He was born at Williamsport, Pa., February twenty-fifth, 1860. Immediately after the Civil War his parents removed to Fredericksburg, Va., where he received his education in the public schools and in the Fredericksburg Military Institute. After leaving the institute, where he received a military as well as a commercial education, he organized a volunteer militia company, known as the Fredericksburg Grays, Company G, Third Virginia regiment, which is still in existence, and which took part in the Spanish-American war.

In 1883 Mr. Shadle went to St. Paul, immediately accepting a position in the coal business with the firm of Smith & Lewis, and remaining with that firm for five years. In 1888 he became general sales agent for the Pioneer Fuel Co., in St. Paul, and in 1891, upon the retirement of C. G. Lewis, he was appointed general manager of the company. In 1894 he became general salesman for the Lehigh Valley



H. W. Shadle.

Coal Co., when they opened their offices in this territory. In 1899, when the Jones & Adams Co. opened their sales office in St. Paul for the northwest, Mr. Shadle became connected with it as general northwestern agent and has been connected with this company since that date. In January, 1906, he was also appointed sales agent of the Pittsburgh Coal Co. in St. Paul, looking after the wholesale interests of that company in the city. Mr. Shadle's long experience in the wholesale and retail business in St. Paul, Minneapolis and the northwest has given him a wide acquaintance and made him well known to the entire coal trade of the northwest.

Mr. Shadle has not only been active and successful in the coal business, but he has been

prominent in the commercial and social life of St. Paul. Among the organizations with which he is identified are the St. Paul Commercial Club, of which he was a charter member; the United Commercial Club, Council No. 50, the Business League of St. Paul, and a number of social orders, the last but not the least of which is the Order Kokoal.

### **C. E. Lester, of New York.**

The newly elected Mazumer, Charles E. Lester, of New York city, is one of the most energetic and progressive coal men in the east. He has steadily pushed his way up in the trade, due to good judgment, ability and aggressiveness, and fully merits the position and responsibilities to which he has attained. With his valuable experience in the different departments of the coal trade, in both the mining and selling of coal, he is fully equipped for successful work. Born in the State of Connecticut in 1871, his parents shortly afterward moved to New Haven, where he received his education. In 1886 he accepted his first position, as office boy, with F. A. Potts & Co., New



C. E. Lester.

York city. After serving in the different departments of the company he was given the position of traveling salesman early in the nineties, continuing until 1899, when a similar and more attractive proposition was made him by W. C. Mason & Co., to cover New England territory. In 1902 he was appointed New York sales agent for this company, and it is said that owing to the large amount of business which he controlled his promotion to become manager of the New York office followed in 1903. Mr. Mason having died last summer, his business was taken over and reorganized as W. C. Mason & Co., Inc. Mr. Lester took an active share in this work and was chosen as vice-president of the new company on February first of this year.

Permit us to congratulate you for your good efforts in the direction of putting before the coal trade, and especially the coal dealers throughout the country, such live topics as the demurrage question and the questionable practices of those engaged in the traffic in coal.

On the subject of demurrage charges you have evidently neither "capitulated with the enemy," as one is tempted to think one of your foremost competitors has done, nor are you going to sleep over the matter.

Your attitude on such subjects very greatly increases the value of your publication to your subscribers.—Buck Bros., Baltimore, Md.



## Geologic Work in Coal Fields.

The work of investigating the coal and oil deposits of the United States, carried on by the Geological Survey, is under the direction of M. R. Campbell. During the present season his headquarters will be in Salt Lake City, and he will spend most of his time in visiting the various parties engaged in the work.

George H. Ashley will have general charge of geologic work in the northern Appalachian coal fields, including investigations in Pennsylvania, West Virginia, Kentucky and Virginia. He will have personal supervision of the Pennsylvania work, which includes the survey of several quadrangles.

### Pennsylvania.

The geological work in the bituminous coal fields of Pennsylvania which is carried on in co-operation with the State will include a study of the geology of the Johnstown, Clarion, Sewickley, and a part of the Foxburg quadrangles, the towns from which these quadrangles take their names giving their approximate positions. Work in the Clarion quadrangle has been in progress since May first. Work on the other quadrangles started about the middle of July. The work in the Johnstown quadrangle will be in charge of W. C. Phalen, with whom will be associated Professor Frederick B. Peck, of Easton, Pa. Work on the Clarion quadrangle, which was started in 1905, will be carried on by W. T. Griswold and Edwin F. Lines. The Sewickley work will be in charge of M. J. Munn. Both Mr. Lines and Mr. Munn will probably geologize in the Foxburg quadrangle. In the Clarion, Sewickley and Foxburg quadrangles the bulk of the geologic data is obtained in connection with the running of the fly levels, which is one stage of the topographic mapping of those quadrangles. As a result of this method, the exact location and elevation of all mines, coal and other rock outcrops, oil and gas wells are located instrumentally and exactly, yielding data which makes it possible to draw the outcrop lines and to show the structure with extreme accuracy. As the work already done in the State has nearly covered the area of Washington county, R. W. Stone will do such additional field work as is necessary to completely cover the county and will then prepare a bulletin on the economic resources of that county as a whole. Mr. Ashley will spend some time in each of the quadrangles named and will also give some time to the Punxsutawney, Houtzdale and Curwensville quadrangles and to other areas, studying problems that have a bearing on the geology of those quadrangles.

### West Virginia, Virginia and Alabama.

The Survey is not planning to undertake any new work in West Virginia this season. Mr. Ashley will spend a short time in the field in the Nicholas and Kanawha Falls quadrangles, studying some unsettled problems, and will probably devote some time to the study of the high level gravels of Teay Valley west of Charleston, W. Va.

A reconnaissance study of part of the coal field of Virginia in Dickinson county will be undertaken, during the present season, by R. W. Stone, assisted by E. M. Dawson, Jr. The region in question is one about which very little is known at present, but which is destined to come to public attention very soon, as the South and Western railroad is now laying its tracks across the field toward the Breaks of Sandy. The region is reported to be rich in coal.

Charles Butts will continue his examination of the coal fields in the vicinity of Birmingham, Ala., giving particular attention to the coal beds of the Cahaba coal field.

### Kentucky and Illinois.

W. C. Phalen, who last year studied the geology of the northeastern corner of Kentucky, spent some time during the past spring in gathering additional data in that area for a bulletin on the economic resources of the Kenova quadrangle, which covers all of Boyd and much of Lawrence counties, with parts of Elliott, Carter and Greenup counties. Mr. Ashley will give some attention to the problem of the high level gravels of that quadrangle and adjacent regions preparatory to

the publication of the folio on that quadrangle. In Pike county R. W. Stone, assisted by E. M. Dawson, Jr., will examine a portion of the Elkhorn coal field in connection with a study of a portion of the State of Virginia lying immediately south and southeast.

Frank W. DeWolf will make a survey of two small quadrangles in the coal field of southern Illinois in co-operation with the State Geological Survey.

Particular attention will be given this year to the coal fields of the Rocky Mountain region. Work will be carried on in Montana, Washington, Wyoming, Colorado, Utah and New Mexico.

### Montana, Wyoming and Washington.

Professor A. G. Leonard will make a reconnaissance examination of the coal field of eastern Montana in the territory lying between the Yellowstone and Missouri rivers. This work will be done primarily for the purpose of determining the value of the lignite beds, but it is hoped that information will be obtained regarding the relation of the Laramie and Fort Union formations.

C. A. Fisher will make a detailed reconnaissance survey of the Great Falls coal field of Montana, beginning in the vicinity of Belt and working westward and northward along the eastern front of the mountains. This region contains some of the most valuable coal in Montana, and it is expected that Mr. Fisher's work will yield valuable results.

A. R. Schultz will be engaged in a reconnaissance survey of the coal fields of northern Uinta county, Wyo. This will be an extension of the work carried on by Messrs. Veatch and Schultz during the past year in the southwest corner of the State. He will begin his work in the vicinity of Kemmerer on the Oregon Short Line and will work northward as conditions will permit.

A. C. Veatch will make a detailed examination of some of the coal fields along the Union Pacific railroad in the vicinity of Rawlins, Wyo. This work will connect on the south with the work done by Mr. Gale in the Yampa coal field of Colorado, and will extend to the north and east to the limits of the coal fields.

Professor Henry Landes will make an examination of the coal fields of Washington and prepare a general report dealing with the geology of the coal fields, and the economic and commercial conditions.

### Colorado, New Mexico and Utah.

M. K. Shaler will make a reconnaissance examination of the great coal field lying in northwestern New Mexico, beginning at Durango, Colo., and working southwestward to Gallup, N. Mex. This is a region in which extensive developments are expected in the near future. The Denver & Rio Grande railroad has already built a branch line from Durango to Farmington, and it is rumored that the Southern Pacific will build a line through this field, which will give them an outlet to Denver.

Hoyt S. Gale will continue the work carried on by him during the past year in the Yampa coal field of Colorado to the south into the White River region, and his work will extend south across Grand river near Glenwood Springs, if time permits. This is one of the most important coal fields of Colorado, and the results of this examination promise to be of great economic importance.

George B. Richardson will make an examination of the Book Cliffs coal field of Colorado and Utah. He will begin work at Grand Junction, Colo., and will go westward across Green river to the Sunnyside mine in Utah. This is almost unknown territory, but, according to report, carries thick beds of high-grade coal.

We read your paper with a great deal of pleasure. What we like best about THE BLACK DIAMOND are the articles published from time to time by the Yard Manager, wherein are any number of good suggestions, most profitable to one who acts on them.—The Dalrymple-Hastings Co., Morristown, N. J.

## Stealing Figures Again.

The last issue of the *Coal Trade Journal* of New York contains an article under the caption, "Why Chicago Trade Has Been Dull," and the writer, who signs himself "J. B. M.," brazenly pilfers two tables of statistics which were compiled by the Chicago Bureau of Coal Statistics in the office of THE BLACK DIAMOND.

It has been over three years since these Captain Kidd tactics have been indulged in by our eastern contemporary and it is to be hoped this last fall from grace will be followed by at least another three years of self-restraint from plagiarism. "Give credit where credit is due" expresses a beautiful sentiment, and the *Coal Trade Journal* agreed that this was the proper thing to do three years ago. Have they changed this policy to one of forgetfulness when credit should be given?

### THE YAMPA VALLEY COAL FIELD.

Among the articles in the forthcoming annual publication of the United States Geological Survey, which is popularly known as "The Economic Bulletin," will be a preliminary report on the Yampa coal field of Routt county, Colorado. This report is particularly important, says the Bulletin, since the field is one of the most prominent in Colorado, in respect to its areal extent, the number and thickness of its coal beds, and the quality of its coal.

Although in a general way the Yampa coal field has been known for a great many years, says the report, it has been practically inaccessible and consequently little has been done toward its thorough exploitation or development. It is, however, the announced intention of the Denver, Northwestern & Pacific railroad, generally known as the Moffat road, to extend its present line from Middle Park through Gore canon, and thence across the Yampa valley. When this is done the Yampa coal field will become one of the important sources of coal supply of the state.

The field, which covers practically 1,200 square miles, centers about a broad area of rolling country in the vicinity of Hayden. It is bounded by a sharply dissected rim of sandstone ridges rising from 1,200 to 1,500 feet above drainage level. Yampa river cuts across the field in a westerly direction, and it is down this valley that the surveys for the Moffat road have been made.

The coals of this field are for the most part bituminous, although anthracite of excellent quality is known to occur within a certain limited area.

The field was carefully studied by Messrs. N. M. Fenneman, and Hoyt S. Gale, who, in the paper mentioned, describe numerous outcrops of the coal, and the geologic structure of dips of the beds into the various basins. Many samples were collected by them of representative coals in the field, and analyses were made under the direction of Prof. N. W. Lord, of Ohio State University, at the laboratory of the geological survey coal testing plant, St. Louis, Mo.

Three groups of coal beds are described, which in the field are known as the upper, middle and lower groups. Each group of coal seams has a vertical thickness of from 200 to 400 feet, and the several groups are separated by 500 to 1,000 feet of barren shale and sandstone. The number and thickness of the coal beds constituting each group vary from place to place, but usually there are at least three seams of workable thickness and a number of smaller beds in each group. The largest bed of coal reported from the field has a thickness of about twenty feet.

The anthracite field lies north of Yampa river, and the character of the coal is due to igneous intrusions. At the present time this part of the field is attracting more attention than any other, but the report shows that although containing coal of a higher grade, it is of a limited geographic extent, and probably will not be so valuable as many have supposed.

E. P. Ruyschert & Co., mining operators, are preparing to install a \$15,000 steam shovel at their coal beds along the Santa Fe, near Tulsa, I. T., which will make it possible to load two hundred cars of coal daily. Tulsa coal is stripped and is of a good quality, standing exposure well and burns freely. It is used considerably by the Frisco and other roads traversing the Territory.



## SUGGESTIONS FOR MINE OPERATORS

By Geo. Harrison

Chief Mine Inspector for Ohio.

There is no subject of greater importance to mine managers or that affects the operation of mines more directly than that of ventilation.



From an economical standpoint there is no one element with a greater bearing on the production of coal both in amount and in its cost per ton on board the railroad cars at the tippie. If a mine is well ventilated with an abundant volume of pure air continually sweeping along the hallways and through the inner working places of the miners, and driving the powder smoke and impurities

from them, we invariably find the miners, mule drivers and day men at their particular posts and eager to make the most of their time.

When we find a mine with a sluggish, meager current, impregnated with impurities, doors and stoppings out of repair, the black damp oozing from old workings and lurking along the entries, and a vapory mist settled along the chamber of the miners' working place so that one is unable to discern the faintest flicker of flame from his lamp until within a few feet of him, we find a mine where there is continual discontent, and the coal is usually very costly. Under such circumstances we find mule drivers and day men performing their work under difficulties and disadvantages that discourage them, and they become indifferent as to results.

Men who mine the coal, or load it, instead of being in their working place taking advantage of every moment of their time to increase their daily earnings, are too often found in groups in the entry, or at some point far enough from the face where they can get a breath of the current whether it may be very pure or not. They are usually out of humor, complaining of aching limbs or headache, caused by the black damp or foul air, discussing defective airways, broken doors, impaired brattices and other real or imaginary grievances, often abusing the mine management and mine inspectors in not very choice language for their neglect of duty and very naturally ready to grasp at any excuse to leave their work long before the proper quitting time.

The above conditions, we are pleased to say, are the exception, but still we find them much more frequently than is necessary, and such conditions give the mine inspector considerable annoyance and necessitates his giving an order to reduce the number of miners or probably stop the whole operation until such improvements as the law requires are completed.

We regret to say that, judging from the tone of the complaints from some mine bosses, they seem to think that some of our district inspectors enjoy issuing an order to curtail the operation of a mine, when we are positive that out of consideration for operators and in order to avoid miners losing time, as well as granting mine bosses every leniency, the last and most unpleasant duty of an inspector is to even suggest the stoppage of any part of a mine.

### Effect of Haulage System on Ventilation.

In late years the system of hauling coal extraordinarily long distances by tail-rope and electric motor has had its effect on mine ventilation. A few years ago it was the exception to see a mine with a capacity of handling over one thousand tons of coal per day, and seldom did a company anticipate working more than two hundred

or three hundred acres of territory from one opening, realizing that it was cheaper, especially where the veins lay above water level, to make a new opening than to continue the cost of maintaining long haulage.

The new methods of long distance high speed haulage has induced coal companies to acquire large possessions of adjacent coal lands and redevelop their old mines, rather than seek new locations for openings, avoiding the building of new tipples, or extending railroad switches and reaching large bodies of coal that could not possibly be reached by overland railroad tracks.

The new developments are almost universally equipped with electric mining machines, large mine cars and high speed haulage, the calculation being to increase the production probably two, three or four times its original daily output. All such mines were originally opened as pick mines, the opening, entries and airways and all equipment being in keeping with custom at the time of opening, the entries usually running six or seven feet wide, seldom ever more than eight feet.

In the majority of the mines referred to the coal is now hauled by electric motor or tail-rope one and one-half or two miles through the old original territory in the old main entry, which is also used as the inlet or return for the air current, which in itself is often too small an area for the volume required to supply to the increased number of men employed in the new development, but when we realize that there is a long trip of large mine cars which almost fills the whole space in the entry, running at high speed to and fro from morning until quitting time, drawing the black damp from old workings, continually buffeting and interrupting the ventilating current, it is very easy to imagine how impossible it is to maintain proper ventilation under such circumstances.

In such mines as referred to in this article, there ought to be two separate and distinct openings in the interior of the mine, and the ventilation ought to be independent and not liable to fluctuations caused by the travel of long trips of cars propelled by high speed power of any description. Haulways of this character should never, under any circumstances, be used as an intake or return airway.

### Electric Wiring of Mines.

The careless and unsystematic placing of wires in mines for the purpose of conducting that invisible, deadly power, electricity, and the number of accidents resulting from employees coming in contact with them, is a matter which will sooner or later force itself on the attention of the law-making power of the state and compel the enactment of stringent legislation.

That electricity as an element of power in the production of coal is not only necessary from a standpoint of competition, but that its use in every legitimate way in the advancement of civilization is justified, is acknowledged by every progressive man. It is, however, highly essential that the greatest caution be exercised in its application so as to avoid loss of life or injury to persons coming in contact with it.

Many of the largest mines in Ohio now using electricity were formerly pick mines, and have been developed into electric mining-machine mines beyond a territory worked out on the old pick mining system. In many cases there is but one narrow entry that penetrates and extends through the old worked-out territory to the new development, which, of necessity, must be used as a motor haulway and traveling way as well for employees who are employed therein. In this entry it is also necessary to have the motor wire and the positive and negative wires on which to conduct the electricity to operate the mining machines, etc. This is not all. We often find a

line or two of water or steam pipes strung along one side or the other of the track. Consider a space probably eight feet wide and four and one-half or five feet high, containing all this paraphernalia and a trip of mine cars propelled by an electric motor at a speed of ten miles an hour, and it is easy to conceive how difficult it is for miners to travel in and out without rubbing against a live wire or being caught by a passing trip of cars.

This condition of things, we regret to say, in some instances, can not be well avoided, and, if any radical changes were enforced, it would mean the closing down or abandonment of the mine, but there are a number of cases where openings could be provided at the head of the workings at nominal cost, and used for the purpose of miners traveling in and out of the mine free from dangers incident to traveling in the main haulway.

There were six fatal accidents during the year resulting from contact with electric wires in mines in Ohio. Four were reported from Jefferson, one from Belmont and one from Noble county, all the victims being foreign-speaking men. This may not seem a very large number of fatal accidents, considering the amount of coal produced, and handled by electricity, but if proper care and foresight is used in the placing of wires, which can very easily be done, especially in the opening of new mines, we are of the opinion that fatal accidents from this cause can almost entirely be eliminated. It is also very noticeable that, with few exceptions, the fatal accidents from coming in contact with electricity are where a high power of five hundred or five hundred and fifty volts are carried, which also seems unnecessary, as it is fatal to those whose misfortune it is to come in contact with them.

Some manufacturers of high power electric machinery and mine operators who desire to use such may take exception to a raising of the question of limited voltage, but we feel that it is but fair to ninety-five per cent of the mine operators in the state to say that they are successfully operating their mines with a power not to exceed two hundred and fifty volts, which, in few cases, proves fatal where persons stumble against the wire, and these operators ought not to be charged in common for the loss of life with those who use an unnecessary and excessively dangerous power, and under whose operations these accidents almost exclusively occur.

### Second Openings for Mines.

During the summer and fall of the year 1904, following our appointment as chief inspector, we discovered that quite a number of mines in the state of Ohio, both shaft and drift, were being operated with an unlimited number of miners without being provided with a second opening or escapement way, as required by section 297 of the mining laws, and that there was a general misconception or misinterpretation of that section of the law. Many operators assumed the position that shaft mines with but one opening could be operated indefinitely if not more than twenty miners were employed at any one time, and that there was no law to restrict the number of miners employed at any one time until a mine had been in operation at least one year after the first shipment of coal, that time being allowed to provide a second opening.

This view also having been held by many of the inspectors from time to time, there did not seem to ever have been any very definite action taken by the department on that point, and in consequence we deemed it advisable to have the opinion of the attorney general of the state. This official fully sustains the opinion that a shaft mine can only be operated for the purpose of making communication between the two open-



ings, not less than one hundred feet apart, and that not more than twenty men can be employed at any one time for that purpose, and that it is unlawful for men to be working for the purpose of development of a mine or the production of coal or for any other purpose than making a connection between two openings until two separate and distinct means of ingress and egress are provided.

It will be seen by the opinion referred to on this point that in opening a shaft mine hereafter it will be necessary to make a second opening at the same time and make a connection between before the work of development can proceed.

Owing to the above causes we found some of the oldest mines in the state without lawful second openings and the operators very reluctant to make them, notwithstanding some of their mines were a veritable death-trap. The strongest reason which they offered for not doing so was the fact that they had been permitted to operate their mines so many years without a second escapement way, and that no lives had been lost at their mines from that cause.

Not desiring to inflict any hardship on either operators or miners by taking any radical action that might close the mines during the busy season in the winter, we awaited action, except in cases where there was evidence of imminent danger, until weather conditions would permit in the spring of the present year. About the first of March, however, a general order was given by every inspector and the law providing for second openings strictly enforced in every instance, the result being that more escapement ways were provided during this year than in any previous year in the history of this department.

### S. D. Warriner on Labor Unions.

S. D. Warriner, general manager of the Lehigh Valley Coal Company, and a member of the conciliation board, recently delivered an interesting speech to the students of Lehigh University, his subject being "The Man of the Hour." In the course of his address Mr. Warriner clearly brought out the fallacious ideas upon which much of present-day unionism is based. He said:

"I can not, within my limited time, go into an elaborate discussion of the merits or faults of labor unionism. There have always been labor unions from the days of Moses, and they will always exist. I do not decry them, for I believe them, properly organized, to be a power for good. The trouble with them, as with other fads and fetiches in our social system, is they rest upon false theories.

"John Mitchell, who is perhaps the ablest exponent of labor unionism today, says 'the average wage earner has made up his mind that he must always remain a wage earner,' and that therefore 'the reward for his work be given to him as a workman.' To ensure this reward he forms a labor union which is based, as the same authority says, upon the principle 'of the absolute and complete prohibition of contracts between employers and individual men.' What a pitiful disregard of personal ambition, personal individuality and personal efficiency. This principle involves the attempt to monopolize, to force, to limit productiveness, and to sink the spirit of progressiveness in the quagmire laziness, dependency and worthlessness.

"This theory of unionism attempts to apply the Aesop fable of the man who showed his sons the value of co-operation by the bundle of sticks too strong to break collectively but easily broken stick by stick. It is a theory which tries to establish the principle that numbers add to individual strength, that the strong help along the weak, and the weakness of one is lost in the strength of the whole. The theory is false, communistic and impracticable.

#### Why the Theory is False.

"It is not true that each workman has the same interests as his neighbor, for his ability is not the same, and he therefore does not perform an identical function, and even if it were true he did, the weakness of one, as in the fibres of a rope, impairs the strength of the whole; nay more, if it is true, as I maintain, that each workman has a separate function to perform, the weakest member of such a labor union as surely

drags down the strongest to his level as it is true that a chain is no stronger than its weakest link.

"No, the principle of labor unionism should rather be collective education to promote personal efficiency. The labor unionist should be a better workman and deserve as well as command better wages. He should combine, it is true, for the common good, but he should make it economical for his employer to pay him more. Our American workman—the man behind the gun—should not sink to the dull level of the 'man of the hoe,' and every man should remember that his opportunities await him and that he has it in him to become the 'man of the hour.'

"If the labor unionist will cease from trying to weave a rope of sand, and organize upon true principles, the strike will become a thing of history. He will not have to appeal to class distinction. His organization will represent sound doctrine and not rest upon the shifting sands of what it may gain by force or public clamor. He will then realize that even arbitration—that popular 'cure-all' for labor troubles—should not be called upon to settle principles, and that in many instances it is only too truly 'a popular method of shifting responsibility.'

### Manufacture of Coke in 1905.

The report on the manufacture of coke in 1905, by Mr. Edward W. Parker, statistician of the United States Geological Survey, which is now in course of preparation, will show that the output for 1905 exceeded that of all other years in the history of the industry. Not only was the amount of coke manufactured greater, but the percentage of increase in production over that of previous years was larger. The amount of coke manufactured in the United States in 1905 was 32,231,129 short tons as compared with 23,661,106 short tons in 1904, indicating an increase of 8,570,023 short tons or 36.22 per cent. The value increased in still greater ratio, from \$46,144,941 in 1904 to \$72,476,196 in 1905, a gain of 57.06 per cent. This proportionate increase in the value of the coke production appears to have been induced by an extraordinary but legitimate demand created by the unprecedented production of pig iron in nearly every iron making district of the United States. As a result of this the average price per ton advanced from \$1.95 in 1904 to \$2.25 in 1905.

This great activity in the coking centers was further illustrated by the marked increase in the number of ovens built in the United States. In 1905 there were 519 coke-making establishments which owned 87,564 ovens, against 507, owning 83,599 ovens, in 1904.

Of the total number completed ovens in the United States in 1905, 3,159, or 3.61 per cent were of the by-product recovery type and the total amount of coke made in these ovens was 3,462,348 short tons, or 10.74 per cent. There were under construction at the close of 1905, 4,751 ovens, of which 417 were of the retort by-product type. The by-product ovens in operation during 1905 were distributed as follows:

Alabama . . . . .	280
Illinois . . . . .	120
Maryland . . . . .	200
Massachusetts . . . . .	400
Michigan . . . . .	135
Missouri . . . . .	50
New Jersey . . . . .	100
New York . . . . .	399
Ohio . . . . .	130
Pennsylvania . . . . .	1089
Virginia . . . . .	56
West Virginia . . . . .	120
Wisconsin . . . . .	80

Of the more important producing states, Pennsylvania is credited with a total production in 1905 of 20,573,736 short tons, or 64 per cent of the total, with an increase over 1904 of 5,712,672 short tons, or 65.5 per cent of the total increase for the United States. West Virginia, the second State in producing importance, contributed 3,400,593 short tons, or 10.5 per cent of the total, and is credited with 1,117,507 short tons or thirteen per cent of the increase. Alabama's production increased from 2,340,219 short tons in 1904 to 2,576,786 short tons in 1905, a gain of 236,567 short tons. Alabama's production in 1905 was equal to eight per cent of the total for the United States, while the increase in the State was less than three per cent of the total increase for the country. Virginia's production, most of which was from the more re-

cently developed districts in Wise county, increased from 1,101,716 short tons to 1,499,481 short tons, while the combined output of Colorado and Utah increased from 789,060 to 1,378,824 short tons, a gain of 589,764 short tons, or 74.74 per cent.

There were only four States in which the coke production in 1905 did not exceed that of the previous year. These four States, all of which have a comparatively unimportant output, were Georgia, Kansas, Missouri and Montana.

In the great Connellsville district of Pennsylvania, where more than one-third of the total coke production of the United States is obtained, the output of coke increased from 8,883,220 short tons to 11,365,077 short tons, while the value advanced from \$13,990,329 to \$22,315,361, the average price per ton advancing from \$1.58 to \$1.96. The lower Connellsville or Klondike district shows a gain from 2,887,456 short tons in 1904 to 3,871,310 in 1905, while the value increased from \$4,623,133 to \$7,532,382. The Flat Top district in Virginia and West Virginia, which is the principal coke producing center outside of Pennsylvania, shows an increase of fifty per cent in the output, from 1,427,689 short tons in 1904 to 2,169,589 in 1905, while the value increased nearly ninety per cent, from \$2,084,565 to \$3,817,666.

Altogether, conditions in the coking districts were more satisfactory in 1905 than they have been for a number of years.

### Peace in Anthracite Region.

For the purpose of showing the condition of the anthracite coal fields two months after the close of the recent suspension, the following statement is authorized on behalf of the anthracite coal operators:

"The labor situation in the anthracite region is today one of profound peace. In all the active collieries mining is progressing satisfactorily. Fully ninety per cent of the workers who absented themselves, as a result of the suspension ordered by President Mitchell on April first, and discontinued on May eighteenth, by agreement with the operators, have returned or been replaced. The output of anthracite for June was 5,676,018 tons, only slightly below the output for June, 1905.

"The agreement extending the operation of the award of the anthracite strike commission until April first, 1909, has been accepted in entire good faith. Merchants who furnish household and other supplies to the miners are again carrying full stocks, and operators are making plans for extensive improvements to meet the increasing physical difficulties encountered in producing coal.

"No more striking indication of the salutary effect of the continuance of the anthracite commission's award has appeared than the very active—and almost successful—effort on the part of a large number of delegates at the Carbondale convention of District No. 1, last week, to reduce the size of the paid corps of organizers of the Mine Workers' Union—a resolution to secure this end, although strenuously fought by President Mitchell himself, was only defeated by a vote of 63 to 45.

"The contention of the miners proposing the reduction was that so many paid officers were not needed under the circumstances and were an unnecessary burden on the organization.

"The board of conciliation has actively renewed its work of adjusting the grievances of the mine workers. During the three years of the board's existence its decisions have been in the main well received by both sides. Through its action the petty strikes of former years have practically ceased to occur. The board has amended its rules so as to reach a speedy determination of all complaints presented, and now sits practically continuously from day to day whenever its calendar requires."



The Central Coal & Coke Co., through J. S. O'Flaherty, of Kansas City, its chief engineer, has secured options on nearly 1,400 acres of coal land five miles northwest of Pittsburg, Kas., and is securing options on 700 more. The coal mine nearest this tract is the property of the Girard Coal Co., three or four miles north.



## Reports from Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,

\*NEW YORK, July 26.

There is no change in anthracite coal trade conditions to warrant any comment as to its features. It can only be characterized as a warm weather market. This, probably, is more accentuated the present season than in recent years past by reason of the larger amount of coal carried over from last season's stocks and still remaining in consumers' bins and dealers' yards, thereby creating the present small demand and causing the dullness to appear at a somewhat earlier period than usual.

Notwithstanding the apparent inertia in the way of new business, there is a good tonnage moving to distributing points, it being, in fact, in most cases up to normal. The companies report that they are still doing a good business, with the possibility of its continuing through the balance of the month and also providing some shipments for August.

Most of the tonnage being shipped at the present time is on orders previously received from territory that is not easily reached, and hence delayed through periods of activity, combined with the regular trade on contract for certain sizes, to supply the many industries using this grade of fuel.

### Restriction of Mining in August.

That there will be a restriction of mining some time during August is generally conceded by the operators, as it is anticipated that the month will be a very quiet one, but to what extent is not yet known, depending of course largely on the exigency of the situation. But it is thought that any curtailment in the production found necessary will be accomplished by shutting down the less profitable producers or such individual collieries as are in need of repair for a given time rather than to entirely close all the mines for a week, as has sometimes been done. This latter method often causes a shortage of such coal as enters into industrial use and requires almost daily delivery.

Line business, taking all rail delivery from the mines, is probably the more active in comparison to any other market, it maintaining its strength in a very satisfactory manner and helping out quite materially in the absorption of the tonnage coming forward at present. This class of trade is not as a rule so forehanded in taking advantage of special opportunities for accu-

mulating supplies of coal in advance of actual need, as are the dealers at the large consuming centers, being prevented in doing this by its smaller facilities for storage.

### Shoal Water Ports Still Buying.

There is still an amount of business from the eastern shoal water ports reaching shippers, which is likely to continue for some time at least, while the low ocean freights last, in order to obtain the advantage of same, as on later shipments rates are usually higher. Coastwise shipments to Long Island sound and further eastern ports show a reduction in the number of cargoes going to them, yet orders are developing where room is available for storing another cargo or two at the prices current this month.

Trade local to the New York shipping ports is inclined to be quiet. Dealers are doing very little business and have in most cases a good supply of coal on hand. The principal trade of the larger retail firms during the warm spell is in furnishing coal to the steam users and amounts to a considerable tonnage in the aggregate. The steam sizes have not as yet shown any signs of a revival and are not likely to while the production is large. The concessions made on these coals by individual shippers indicate their great weakness in the current market.

### Dullness in Seaboard Bituminous Trade.

The Atlantic seaboard bituminous coal trade is in statu quo. Some producers are reporting a little activity, while others say they can see no change from the conditions of the past and the general sentiment of the trade is that things will remain unchanged until September. There have been some buyers seeking for bargains, and they have made the rounds, but very little coal indeed has been sold at less than the price originally quoted. Sometimes, under pressure, five cents, to move some cars standing, may be conceded, but the costs of production are so near to present prices that operators do not care to take any business for less.

Aside from this speculative business which has been offering, the principal orders received are upon season contracts, which require continued urging for enough tonnage to permit of some shipments being made.

There is more all rail business for delivery to the New England territory, but shippers have been hampered in getting suitable cars. While

the railroad equipment is not reported as being in short supply, it is difficult to get cars for this class of shipment, as the number of provisos attached to their use when received makes the business very hard to be carried out. Indeed, it is said there are claims of favoritism in respect to this trade.

### Dissatisfaction with Clearfield Settlement.

Little was accomplished in the central Pennsylvania coal field in regard to the resumption of mining last week. The employees were apparently not satisfied with the agreement concluded at Harrisburg between the operators and union officials, so that instead of returning to work they held a mass meeting, at which a strong sentiment was expressed against the action taken by their organization officials and were inclined to refuse the conditions as offered. But as they were helpless to change the situation, the men spent the balance of the week in holding local meetings to determine their action. It has now been decided that they will return to work. Only a small quantity has as yet been produced and practically no shipments have arrived at tidewater so far, though from now on they will gradually increase.

Trade in the far east is quiet, with only an occasional order available and the general situation reflects the dullness of this market. This however, is outside of the light draught ports, on which a fair amount of shipments are being made. There seems to be slight variation in the coastwise freights, owing to vessels accepting outside freights at higher figures, this latter class of business being in better supply than in former years.

Trade along the sound is so backward that there is some insistence on the part of shippers that consignees take at least a part of their monthly allotments on the contracts. In New York harbor trade is very light, and but a small amount of coal is moving through it, with no quantity at the shipping ports remaining unsold. A feature in connection with this trade is that the boatmen are complaining at having to tie up their craft temporarily to await improvements.

The all rail business is quiet, though not to the extent of that prevailing at tidewater. There is some complaint by consumers at the slower arrival of coal at destination than usual.

Philadelphia quotes to Boston, Salem and Portland, 60c; Lynn and Newburyport, 80c; Portsmouth, 65c; Bath, 85c; Bangor, 70c; Saco and Gardiner, 90c and towage; to the sound, 50c.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, July 26.—(Special Correspondence.)—No change is observable in the anthracite market since last writing, nor may any be expected for the next two or three weeks. It is the season of mid-summer dullness, as inevitable as the visit of the tax collector. This year the let-up has come somewhat earlier than usual, but the cause may readily be found in the heavy stocking of the spring months, when strike indications were strong. There is practically no new business and what few orders are received by the agents come from some isolated dealer who was not alarmed at the rumors current and failed to take time by the forelock. In many cases these dealers have limited storage capacity and are never large buyers, seldom taking advantage of the season's spring discount, but ordering when their trade makes the actual demand. They are hampered by limited resources, and can not afford to be without the use of their money during the entire summer.

There is some trade for the farther Canadian points, but nothing like activity is displayed, even in this direction. Lake shipments remain at about the same stage as last week, though it is observable that clearances cover a greater number of ports than has been the case for the past month. Total shipments for the past

seven days are shown by the customs books to be 50,825 tons, distributed as follows: Chicago, 18,300; Sault Ste. Marie, 3,100; Milwaukee, 8,175; Bay City, 450; Superior, 13,000; Gladstone, 1,200; Duluth, 9,900; Fort William, 4,000; Sheboygan, 2,700. Total, 50,825 tons.

E. L. Hedstrom will give his annual river party to the retail coal men of Buffalo on Saturday, August twenty-fifth. This will be the fourth annual outing around Grand Island, and from now on until the day of the excursion there will be much anticipation among the local dealers, for the Hedstrom outings have the reputation of being most liberal in every respect. A large boat will be chartered to accommodate the large crowd sure to be included in the invitations, and as sure to respond, for it has been the custom in the past to throw everything else one side when the Hedstrom people extend their hospitality. There will be a full day of pleasure made up of a trip around the island, dinner and supper on the boat, ball game, and other sports, with good music thrown in as an accompaniment. There will be several hundred persons in the jolly party, and the return will be governed by the expedition with which the big fund of enjoyment is expended.

Following the removal to Chicago of Clark

Roberts, some changes have taken place in the anthracite coal business of the Hedstrom office, the duties formerly coming under the supervision of Mr. Roberts now being divided between G. A. T. Hagen and John A. Jamieson. Mr. Hagen has been made manager of the local retail trade and Mr. Jamieson of the trestles. Both men have been in the employ of the company for some years and are well qualified for their more responsible duties.

### Pennsylvania's New Terminal Arrangements.

Plans for extensive freight terminal improvements are under way in the offices of the Pennsylvania railroad and work will be commenced as soon as the engineers have perfected the preliminary arrangements. Yesterday the matter was before the state railroad commission, to settle the question of right-of-way across other roads. The new terminus will be five miles in length and the improvements will cost \$500,000. The extension of tracks will cross the Lake Shore, the Erie, the Buffalo, Rochester & Pittsburg, the Nickel Plate, connecting the Pittsburg line of the Pennsylvania with the Western New York & Pennsylvania system. The improvement will be a great benefit to the Pennsylvania in handling its



enormous coal trade, in which it is strongly independent.

There is continued strength in the bituminous trade, and prices remain firm at previous quotations.

E. C. Roberts, of the Hedstrom company, is absent on a trip to the mine properties in the Allegheny valley district and will be gone for several days. Constant additions to the force of working miners is being made and the output is being increased accordingly.

Fred J. Durdan, local manager of the Pittsburgh & Ohio Coal Co., with offices in the Prudential building, was married last week to Miss Cora Isabel Smith, of Niagara Falls, Ont. The young couple are enjoying their honeymoon in the Muskoka lake region, and will be warmly welcomed by a host of friends on their return.

### The New England Trade.

BOSTON, MASS., July 26.—(*Special Correspondence*).—There is little business being transacted in anthracite coal circles. The trade generally is quiet and seems to have settled down to the usual dullness that is expected to prevail during the warm months. In some directions speculative buyers, who appreciate that the twenty-cent discount expires early next week, leaving it only ten for August, are sending in orders to get in a cargo or two before the end of the month. It will probably not be proportionately as large in volume as in the several preceding months, by reason of the smaller margin obtained upon it, yet it will be enough to take what coal is arriving at the shipping ports. Dealers have been doing so little business of late that they need not be concerned in regard to stocks for present use, and so are giving more thought to vacations than in attempting to urge sales.

The movement of coal on the all-rail trade, while not large, is more regular, which is an important item with shippers. Better attention is being given this class of trade by reason of the improved facilities recently completed by the New Haven road, permitting of coal being shipped to New England points without fear of the usual delays in the return of cars existing heretofore.

There is no apparent change in the bituminous coal trade, though selling agents are becoming more insistent than heretofore that consumers under contract take a larger proportion of tonnage on their monthly allotments. The delay of orders for future requirements on the part of consignees is likely to make the situation very critical with the shipper later on when a full demand for the tonnage contracted for is liable to be made upon him, in excess of his capacity to ship. This would cause delays, increased ocean freights and possible demurrage for none of which is the shipper responsible and the added cost would fall to the buyer.

The shortage of labor in the Pocahontas and New River fields, combined with the restricted production for some weeks past, due to the lack of orders, has placed shippers in a position where they would be unable to furnish the increased amount of business, which must come this fall and may result in considerable hardship to both shipper and consumer.

Prices advance on Hampton Roads shipments ten cents a ton on August first, yet few orders have been received on account of it, showing the tardiness of the eastern trade. Vessel freights too are higher and predicate further advances. The larger craft are leaving the coal trade because of low prices and are accepting outside freights that are much more remunerative. The rates on vessels from all the lower ports to Boston are 60@70c.

### The Philadelphia Coal Trade.

PHILADELPHIA, PA., July 26.—(*Special Correspondence*).—The anthracite coal trade has quieted down somewhat from a week ago and the indications are that the business still remaining in the hands of shippers will be generally cleaned up by the end of the current month. This depletion of orders for shipment during July has been made possible by the decreased urgency of buyers, they being apparently more indifferent as to its delivery. Some new business is looked for with the August price circular be-

coming effective, as it is the last reduction in price for the coal year. From September first the full schedule figures will again prevail.

In instances where stocks have been moved out of dealers' yards, making available room for additional supplies, the ten cents is often an inducement to take on such an amount, for which they may have room, in order to average down the costs on future deliveries. It is believed that this will occur to quite an extent this year, as dealers have not bought heavily, while the trade has been fairly active and stocks have been depleted accordingly.

Mining continues on a normal basis and the production seems to be absorbed in the various markets as it is shipped, with no apparent accumulation at any point. It is evident from this condition that a greater amount of business was in the possession of the companies than was generally estimated, upon which shipments are still going forward.

The all-rail demand is the more important in comparison with other localities and is taking a fair quantity of coal. Coastwise shipments while slightly reduced are comparatively good for the season of the year.

The bituminous coal market shows little improvement, though possibly a few more orders may be available from some sources, yet is not of a quantity to give the relief desired. The chief interest of the week has centered around the efforts toward procuring enough miners to go to work. Evidently the men were not entirely in accord with the union officials in regard to the agreement on working conditions in a settlement with the operators, under which they were to return. This resulting in the employees holding off with the view of obtaining better terms and in consequence but few of the men returned last week. They are now in better humor and those who remained in the field are at work this week though the production is not likely to be large and far below what is desired, but it will take some time to get back a full complement of labor, as many had left the district and the output will be regulated accordingly.

The principal business doing at present is upon the contracts and even this is slow. Prices, however, remain firm, operators preferring to restrict their output rather than to hold coal in cars for prospective orders. Quotations on cars at the mines for steam grades are \$1.15@1.25.

### The Baltimore Shipping Trade.

BALTIMORE, MD., July 26.—(*Special Correspondence*).—Probably the most interesting feature of the local coal situation during the week just brought to a close has been the continued large quantities of bituminous put into waiting bottoms at the various coal piers for the export trade. So far during the month of July about 45,000 tons have gone over the piers, and the month will undoubtedly surpass in this respect any other July in the history of the coal shipping business here. In addition to the vessels already sent off or now loading, a number of charters have been announced, thus assuring a continuance of this business. Since July thirteenth the sailings have included the Italian steamship Soper, a, for Messina, 4,250 tons of coal, valued at \$11,687; British steamer Matewan, for Vera Cruz, 5,340 tons of coal, value \$12,000; Norwegian steamship Aladdin, for Tampico, 4,100 tons coal, value \$10,660; Norwegian steamship Peter Jebsen, for Vera Cruz, 5,400 tons, value \$12,500; British steamer Masconomo, for Tampico, coke, 4,170 tons, coal, 1,150 tons, value \$15,478.

Of the more recent charters announced Vera Cruz is quoted at \$1.50; Mayport, ninety-five cents; Boston, seventy cents, and Portland, seventy cents. The latter figures for coastwise charters have remained about stationary for the past several weeks. The coastwise shipments are quite brisk and the volume of business in this respect is keeping pace with the growing export trade.

#### Million Ton Increase in Capacity.

One interesting announcement of the week is that the Somerset Coal Co. has determined to go ahead shortly with the development of over 20,000 acres of coal lands in the Somerset region of Pennsylvania. Mr. J. H. Wheelwright, vice-president of the Consolidation Coal Co.,

which controls the Somerset Coal Co., made the announcement after returning Monday from an inspection of the field. He said that the opening up of the territory would mean approximately an increase of 1,000,000 tons a year in the output of the Somerset company. At present the company averages about 1,500 tons per year. The lands to be developed lie in what is known as the Johnstown basin above the town of Boswell.

The Consolidation Coal Co. owns about 27,000 acres of coal lands in the Berlin basin, in Pennsylvania, southeast of the proposed new mines of the Somerset, and this field will probably be opened up in the next few years, although there are no immediate plans for this development.

A development here of the past week shows the tendency of the times to supersede the locomotive as motive power with electricity. The new financial plan of the United Electric Railways of Baltimore includes the merging of the present Baltimore & Annapolis Short Line, a steam road, and electrifying the same. Associated interests are also said to be considering a plan to electrify the present Maryland & Pennsylvania Railroad, a steam property, which runs from Baltimore to York, Pa. The rumors from New York that the Pennsylvania Railroad is considering a trial of electricity as motive power between Baltimore and Washington, lends additional interest to the situation. As an electric road, in power houses, is said to consume less than a third as much coal as a similar line with locomotives, this growing movement toward electric motive power for railroads is of great interest to coal property owners, and to those who watch the totals of coal consumption.

#### Chesapeake & Delaware Ship Canal.

The appointment by President Roosevelt of the commission to take up the project of the Chesapeake & Delaware ship canal is of interest to the trade here. Such a canal if built under congressional supervision would provide a much shorter route for coal hauling by tidewater to northern points, as well as connect up more closely the cities of Philadelphia and Baltimore.

Baltimore coal men are awaiting with interest the result of the litigation in Allegheny county, Md., for the annulment of the charter of the Maryland & Pennsylvania railroad, which will come up before the circuit court of that county shortly. The action is taken under a recent act of the legislature because the Baltimore & Ohio railroad, which formerly controlled the property through control of the Consolidation Coal Co., refuses to wipe out a differential of fifteen cents against the Georges Creek coals in favor of West Virginia and Pennsylvania coals.

According to reports from Roanoke, Va., business men there were driven into a state of consternation last Saturday over the suspension of work on the Deepwater & Tidewater railway now being built from the seashore to the West Virginia coal fields. MacArthur Brothers paid off and discharged 1,500 laborers engaged on work in this vicinity. The news soon spread that work had been suspended on the entire line, that the new road had been purchased by the Pennsylvania Railroad Co. for \$25,000,000, and that it would not be completed, owing to its competing with the Norfolk & Western. J. T. MacArthur, vice-president of MacArthur Brothers Co., stated that out of the 6,000 men employed on their contracts extending from Roanoke, Va., a distance of 108 miles, 1,500 men were paid off and discharged, but that operations on other works, including the three tunnels, would go on as usual tomorrow. He scorned the statement that Tidewater had sold out to the Pennsylvania Railroad Co., and said there was not an iota of truth in the rumor that \$25,000,000 was the price paid. Mr. MacArthur said that the management had ordered that work be concentrated in the mountain sections and on tunnel work rather than to complete light work such as was suspended. The work suspended is that between Roanoke and Salem.

I consider THE BLACK DIAMOND of great value to both the retail and wholesale dealer. Its reports on the market, personal news items and business transactions are especially interesting to the wholesalers, while its many valuable suggestions also make it a friend of the retailer.—A. Y. Malcolmson, Detroit, Mich.



## Eastern General and Personal Notes.

George N. Knox, a well known coal salesman of New York, has taken a position as traveling salesman with the firm of Whitney & Kemmerer, to represent their interests in the New England states.

A political boom was started last week among the anthracite miners in Luzerne county in favor of John Mitchell as Bryan's running mate in 1908. It is said Mr. Mitchell, who is at present in Pennsylvania, would accept the nomination for vice-president if tendered him.

The general offices of the Susquehanna Coal Co., Philadelphia, were removed last week from the Broad Street station to the ninth floor of the Arcade building. The rooms vacated by the coal company will be used by the clerical force of the secretary of the Pennsylvania Railroad Co.

The new Harry E. breaker, at Forty Fort, of the Temple Iron Co., which has been under construction for some time, was opened last week and is now operating at about its full capacity. The colliery is of modern construction and one of the best in this locality. The cost of same is said to be \$130,000 and it furnishes employment to about 800 men and boys.

The coal companies in some parts of the anthracite field are posting notices in order to aid merchants in securing payments on the charge accounts contracted during the recent suspension. Many complaints have been made to the companies that employees refuse to pay their just debts, which is receiving attention by their possibly being discharged where these debts are not paid.

Bids will be opened on July sixteenth by the commissioner of the fire department of New York, for furnishing to the different stations south of Fifty-ninth street, fifteen hundred gross tons of anthracite egg coal. The following tenders were received in total amounts: Curtis-Blaisdell Company, \$7,950; Wm. Farrell & Son, \$7,665; Burns Bros., \$7,938; M. L. Bird, \$8,110; G. F. Sinram, \$7,700.

H. L. Herbert, of H. L. Herbert & Co., New York, accompanied by Mrs. Herbert, sailed on the steamship Kaiserin Auguste Victoria for Europe on Thursday, July nineteenth, to spend the summer abroad. Owing to the prominent social connections and other interests in that country Mr. and Mrs. Herbert make a trip abroad nearly every year to enjoy the change of climate and renew the acquaintance with their friends.

J. J. Hobbs, of New York, returned on Monday of this week from Europe via the Red Star line steamship, Vaderland. He was accompanied by Mrs. Hobbs and their son, who spent two months abroad. Mr. Hobbs is looking well as the result of his trip, which, however, was taken more in the interest of business than pleasure, and in these affairs he met with good success, closing some large orders for export coal.

The National Colliery at Scranton, recently acquired by the Delaware, Lackawanna & Western railroad from W. L. Connell, is now being taken down, except where any part of it is still in good condition, to make extensive improvements upon it. The old breaker is too small for its purposes and will be rebuilt on larger lines so as to have a daily capacity of at least sixteen hundred tons. Work is now going on and it is expected the breaker will be completed at an early date.

The supreme court at Philadelphia on July eighteenth, in an order handed down by Chief Justice Mitchell allowed an appeal to the United States supreme court in the case of John Shaleen, who was convicted of violation of the miners' certificate act. The appeal is to act as a supersedeas. The supreme court in a decision recently given sustained the constitutionality of the act in its entirety and the case will now go to the highest tribunal on the same constitutional question.

It has been reported during the week that S. W. Culver, of Wilkesbarre, Pa., is at the head of a company which is investing in coal

lands in the Hazleton district. It has purchased from the Reeder estate at Easton the abandoned Evans colliery at Beaver Meadow and will open up the veins that were not touched by the former operators of the property. A breaker is to be erected, which will be operated by electricity, at a cost of \$75,000. One hundred houses will be built for the employees. The company has also bought four hundred acres of land at Tank, near Beaver Meadow, where good coal deposits and fire clay are reported to be found.

James Kerr, president of the Beech Creek Coal & Coke Co., New York, accompanied by Mrs. Kerr, left the city Monday afternoon on an automobile trip to Clearfield, Pa., the country which marks many scenes and events of Mr. Kerr's earlier career. They have a complete schedule of the route to be taken by them, making their first stop at Easton, Pa., where they remain for the night. Tyrone will be one of the stops en route and from there to Clearfield is a stretch of road often traveled by him when a boy, which, like many other points, will be of great interest, as they recall the times of forty years ago. They expect to return within a week.

A hearing in equity proceedings of John C. Haddock, was held last week at Wilkesbarre, asking to oust the People's bank of that city from acting as receiver for the Plymouth Coal Co. This matter had been recently decided by Judge Lynch ruling that as the bank was operating the coal company so successfully and liquidating the indebtedness he could see no reason for a change in the receivership. Mr. Haddock in his efforts to secure a change of the receiver of the property is endeavoring to set aside a contract between the company and one of its sales agent and the former claims that many thousands of dollars are involved. Testimony will be taken at Binghamton, N. Y., during the current week.

A splendid tribute was tendered William Beaumont Whitney by the large number of citizens prominent in business, social and religious circles of Philadelphia and Germantown, Pa., who attended the funeral services on Friday afternoon, July twentieth, at his late residence, 146 East Walnut lane, Germantown. The service was conducted by the Rev. A. Herd, rector of St. Michael's Protestant Episcopal church, of which Mr. Whitney had been rector's warden for many years. Mr. Herd was assisted by the Rev. J. Thompson Cole, rector of St. Paul's Protestant Episcopal church at Ogontz. The interment was private. Mr. Whitney was a member of the following organizations: American Sunday School Union, Pennsylvania Bible Society, Philadelphia Sabbath Association, Union League, Civil Service Reform Association; Indian Rights Association, Geographical Society, Germantown Cricket Club, Merchants' Fund, Germantown Young Men's Christian Association, Deaf and Dumb Asylum, Girard National Bank, Zoological Society, Historical Society and other similar organizations and institutions, of which representatives were present.

Reece M. Oberteuffer, private secretary to George F. Baer, president of the Reading Railway Co., died last Sunday in the Pennsylvania Hospital at Philadelphia. He had suffered from a complication of diseases, and the physicians were unable to diagnose the immediate cause of his death. Mr. Oberteuffer became seriously ill Wednesday evening, July eighteenth, at his cottage in Cape May. He had been complaining several days. It was thought that he had appendicitis. An operation was decided upon and the sufferer was hurried to Philadelphia on Thursday on a special train. Here the physicians decided that an operation was not necessary. Mr. Oberteuffer was about thirty-nine years of age. He served in various capacities in the Philadelphia & Reading Railway Co., with which he had been connected about fifteen years. He served as private secretary to Presidents McLeod and Harris, and when Mr. Baer assumed the presidency four years ago he appointed Mr. Oberteuffer chief clerk of the president's department, as well as private secretary. His duties from that time were greatly enlarged. Mr. Oberteuffer had also served in the general agent's office under

Charles Kindred. About a year ago Governor Pennypacker appointed him a colonel on his staff. Mr. Oberteuffer married a daughter of Judge Robert N. Willson, and the wife and a daughter survive. Their home is at 332 South Sixteenth street, where the funeral was held on Wednesday.

A party of Philadelphia & Reading Coal & Iron Co.'s officials, accompanied by several coal men, made an inspection trip on the Reading company's tug, Wyomissing, on Thursday of last week, to Port Reading to look over the new pier just completed. The party spent a good part of the day aboard the tug, leaving at 10:30 a. m. and returning at four o'clock. Lunch was served and several other points in the harbor were visited, making the outing a very enjoyable one. The construction of the new pier gives the Reading three piers to operate over, greatly increasing its facilities, which has been found necessary, through the rapid development of business traffic at this port. Other improvements have also recently been made at this terminal in the way of more extensive track room and office equipment, including a four-story brick building having dimensions forty by forty feet. The growth of the coal tonnage over these piers since the establishment of the terminal in 1892 has been very large, requiring a second pier in January, 1897. Now the third one is in service, but with a continued increase in shipments at this port, the relief can be only temporary and it is not unlikely that an additional pier will be needed before long. The members of the party were: T. M. Richards, first vice-president of the Philadelphia & Reading Coal & Iron Co.; W. G. Brown, secretary of the company; Samuel Heilner, head of the firm of Heilner & Son, Philadelphia; R. J. Montgomery, sales agent at New York; L. J. Barrett, shipping agent at Port Reading; M. Tracy, of M. & J. Tracy, transportation, New York, and David Duncan, of David Duncan & Son, New York.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending July twenty-first, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending July 21, 1906....	14,107	15,858	29,966
Corresponding week, 1905.....	7,898	21,127	29,025
Corresponding period, 1905.....	377,637	503,879	881,517
Total for 1906.....	421,436	622,642	1,044,079

Increase in tonnage during 1906 to date, as compared with the same period last year, amounted to 162,562 tons.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows: The majority of the owners' boats that we mentioned in our last circular as offering at favorable rates on coal are out of the market, owners having chartered them for other business. The few coal charters that were recently completed were effected at rates higher than previous quotations, this applying particularly to Cuba and Mexico. A steamer of about 5,000 tons coal capacity is offering at 9s to the Mediterranean range. Far east and South American rates are unchanged.

We would quote freight rates by steamer as follows: \$1.30@1.35 to Havana or Matanzas; \$1.80@1.85 to Cardenas or Sagua; \$1.50@1.55 to Cienfuegos; \$1.55@1.60 to Daiquiri; \$1.65 to Santiago; \$1.65@1.70 to Colon; \$1.75@1.80 to Port of Spain, Trinidad; \$1.70 to St. Lucia; \$1.50 to St. Thomas; \$1.75@1.80 to Barbados; \$1.50@1.75 (as to size) to Kingston; \$1.25@1.30 and port charges to Curacao; \$2.40@2.50 to Demerara; \$1.75@1.85 to Bermuda; \$1.50 to Vera Cruz; \$1.50@1.55 to Tampico; 15@16s to Buenos Ayres; 16@17s to Rosario; 14@15s to Rio; 16@17s to Santos; 9@10s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$5.25 and discharged to Manila; \$5.75@6.00 to Japanese ports.



### Western Retail Notes.

The King Knob Coal Co., Milwaukee, Wis., has filed a resolution of dissolution. The officers of the company are Edward J. Earling, president, and James Phelps, secretary.

The C. C. Soiberg Co. has been incorporated at Chicago with \$5,000 capital stock to deal in coal, wood, flour, feed, etc. The incorporators are Christian C. Soiberg, Arthur Soiberg and I. K. Soiberg.

Peabody, Houghteling & Co., Chicago, have made a loan of \$50,000 to the Peabody Coal Co., of the same city, with interest at five per cent, on the property at Lincoln avenue, Grace street and West Ravenswood Park.

Articles of incorporation have been filed at Anadarko, Okla., showing a capital stock of \$50,000, by the Clearview Coal & Gas Co. The directors are W. I. Lacy, J. S. Thompson, J. E. Thompson, Carl Glitsch and C. W. Cooper.

The Colonial Coal Co. has been incorporated at Chicago, Ill., with a capital stock of \$150,000 to conduct a general retail coal and wood business. The incorporators of the company are Alfred M. Ogle, Charles E. Barrett and Harry C. Smith.

The Reliable Coal Co. has been incorporated at Indianapolis, Ind., with a capital stock of \$50,000, to conduct a general retail coal business. The directors and incorporators of the new company are John McFayden, Harry C. Smith and Charles E. Barrett.

Oscar W. Berg, who recently disposed of his lumber business at Kennedy, Minn., has started a retail coal and wood business at Egeland, N. D. Mr. Berg selected Egeland as his location after doing considerable traveling in search of a city which would afford him the desired opening.

The firm of Robberts & Kingdon, coal dealers, Grinnel, Iowa, was dissolved the first of last week and the business will hereafter be conducted under the name of Kingdon Bros., Mr. Robberts retiring and F. S. Kingdon having associated with him in the business his brother, C. H. Kingdon.

The capital stock of the Wolschlag Co-operative Coal Co., Peoria, Ill., has been increased from \$14,000 to \$24,000. The stock of the company, which was formerly in 560 shares, valued at \$25 each, by this reorganization is altered to 140 shares worth \$100 each at par. William Wolschlag is president of the company.

The Acme Coal Co., Dayton, Ohio, has been incorporated by L. M. Poling, I. R. Dotson, H. J. Poling, D. W. Robertson and E. L. Nuhall, with a capital of \$5,000. The company incorporated for the purpose of carrying on a retail and wholesale coal business. The main office and yard will be located on First and Meigs street, while another yard will be fitted up on Third street. All of the incorporators are residents of Dayton.

Theodore Stoppel, a prominent coal dealer of Lansing, Mich., was shot under the heart recently by a glancing bullet. He is not expected to live. Mr. Stoppel, with a party of friends, gathered in the woods outside the city for a picnic dinner. They camped near several young men who were shooting at a target. One of the bullets glanced from the tree on which the target was placed, striking Mr. Stoppel in the chest.

The Indianapolis Coal Co., of Indianapolis, Ind., was awarded the contract for furnishing 2,000 tons of coal to the fire department of that city, being the lowest bidder on almost all of the classes of coal. The prices offered were as follows: Anthracite, \$6.72; Ohio Jackson, \$3.75; Island City, lump, \$2.10; cannel, \$4.75; Pittsburg lump, \$3.70; Brazil block, \$2.75, and Pocahontas, \$3.50. Most of the coal used will be Brazil block.

The Champaign Coal Co. has been organized at Champaign, Ill., and will be incorporated, the capital stock being \$1,000. There are forty members, the majority being business men on the east side. The object of the company is to sell coal to consumers for cash only, even the members and directors of the company being compelled to pay money before they get the coal. The officers are Theodore L. Block, president; F. A. Wilske, secretary; F. Hegenbart, vice-president; W. M. Graham, treasurer, who, together with

J. C. Kruse, Thomas E. Lynch, Thomas McGraw Jr., G. O. Ostrand and F. A. Wiltz, constitute the board of directors.

### Eastern Retail Notes.

The firm of Pierson & Flanagan, retail coal and ice dealers at Madison, N. Y., has been dissolved by mutual consent, Mr. Flanagan retiring from the business.

The Murphy Coal & Wood Co. has been incorporated at Peabody, Mass., with a capital stock of \$20,000. The officers of the company are P. J. Murphy, president, and E. J. Murphy, treasurer.

Articles of incorporation have been filed by the Neponset River Coal Co., Milton, Mass., showing a capital stock of \$50,000. The company will handle coal, wood, etc., at retail, and is incorporated by T. A. Winslow, of Dorchester, who is also its president.

Creditors of the Thatcher Coal & Coke Co., of 742 Broad street, New York City, which was declared bankrupt on the application of its president, James W. Thatcher, held their first meeting in the office of Referee in Bankruptcy Edwin G. Adams. The schedule of assets and liabilities as submitted showed a total indebtedness of \$24,370.16, against assets of \$18,012.64. Harry V. Osborne was appointed trustee by Mr. Adams with the consent of the creditors. Mr. Thatcher announced that he had made considerable headway with the principal creditors, and he hoped to be able to reorganize the company. Mr. Adams set July 24 as the date of the next meeting.

Franklin Lee, one of Buffalo's venerable citizens and oldest coal merchants, died recently of heart failure. He was in his usual health the night before except for a slight difficulty in breathing and his death must have been quite painless. He was eighty years old, born at Westfield, N. Y., February twentieth, 1826, the son of Oliver and Eliza Lee. His early life was passed at Silver Creek, N. Y., but for many years past he has been a resident of Buffalo, N. Y. During the fifties he was closely identified with the lake shipping interests of Buffalo. Beginning in 1868, under the firm name of Lee & Loomis, he carried on an extensive coal business and was also interested in dredging and contracting with the late Charles F. Dunbar under the name of Lee & Dunbar. About 1879 he entered the lumber and planing mill business with his brother, James H. Lee. He retired from active business about 1898.

### Southern Retail Notes.

The Camden Coal Co. has been incorporated at Louisville, Ky., with a capital stock of \$25,000, divided into shares of \$100 each. The incorporators and their holdings are W. C. Williams, 118 shares; M. L. Dance, three shares, and Chester R. Murphy, three shares. The limit of debt is \$25,000.

The Consumers Coal & Coke Co., Memphis, Tenn., has been purchased by Ed. F. Carroll and Peter J. Quigley, both well known young business men of that city. Mr. Carroll was formerly connected with the Bannon Coal Co., while Mr. Quigley has been in the wholesale department of B. Lowenstein & Son for eleven years. The name of the company will not be changed.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Eagle Coal Co. has been organized at Linton, Ind., with a capital stock of \$10,000. The directors of the new company are Aaron Allsopp, Bert Badders and Gus DeBerry.

Articles of incorporation have been filed at Zanesville, Ohio, by the New York & Western Coal Co., which will locate in that state. The company has a capital stock of \$200,000.

The Ely Coal & Mining Co. has been incorporated at Dayton, Ohio, by Adam Ely, Wm. J. Frizell, Thos. E. Palmer, Jesse B. Ely and C. V. Nicholas. The company has a capital stock of

\$50,000 and will conduct a general mining business in the state of Ohio.

The Sharon Coal & Brick Co. has been incorporated at Danville, Ill., with a capital stock of \$30,000. The company will deal in coal and mineral lands, buy and sell brick, tile, etc., and is incorporated by H. W. Morris, P. H. Smith, R. W. Fiske, C. F. Haworth and W. P. Holaday. Of the total capital stock \$16,800 is already paid in.

The Roanoke Coal Co. has been incorporated at Pekin, Ill., with a capital stock of \$75,000, of which \$37,500 is held by James Duggan, of Peoria, and \$18,750 each by C. J. Cahill and J. D. Cahill, of Chicago. The object of the company is to conduct a general mining business and its life is ninety-nine years. The Roanoke Supply Co. has also been reorganized to operate stores in connection with the mining company. Both of these corporations were formerly operated by Charles J. Devlin.

#### General Western Coal and Coke Notes.

The tower shaft of the No. 1 mine of the LaSalle County Carbon Coal Co., at Jonesville, Ill., was completely destroyed by fire a few days ago. The loss to the company is estimated at seven or eight thousand dollars.

The Big Five Coal Co., of Moingona, Iowa, is sinking a new shaft on the farm of John Slater near that city. The work is reported as progressing rapidly and the mine will probably be placed in operation in about a month.

The Fobes & Tompkins Coal Co., Columbus, Ohio, is pushing the opening into their No. 7 seam of coal at Dillon with all possible haste. The land which is underlaid with this coal was recently purchased from Wm. McCarragher.

The Erie railway is grading for a new siding on the V. T. Shelton farm, near Teegarden, Ohio, where a mine is to be sunk at once by Card & Prosser Coal Co., Cleveland. The siding to be constructed will be capable of holding thirty cars.

Wm. S. Foreman, who has options on about 20,000 acres of coal land near Carlyle, Ill., which expire August first, has asked the farmers who own the land for an extension of one year. It is thought that the request will be refused.

Messrs. West & Dugan, who have been prospecting for coal in the vicinity of Rich Hill, Mo., have struck a vein six feet nine inches thick, with a five-foot hard slate roof. A large shaft will be sunk immediately, which will employ a big number of men.

The Ledford Coal Co., organized two years ago at Fort Wayne, Ind., for the purpose of buying a tract of 900 acres of coal land near Harrisburg, Ill., has sold its holding to Thomas O'Gara, of Chicago, who, it is understood, is acting for a party of Illinois capitalists.

Word has been received at Columbus, Ohio, that the options taken some time ago by Taylor, Taylor & Co., of Washington, Pa., on about 20,000 acres of coal land in Gallia and Lawrence counties, Ohio, have been closed and the titles transferred to a party of eastern capitalists.

The proposition of the Philadelphia & Reading Coal & Iron Co. to build a coal dock on its Connors' point property at Duluth, Minn., has been abandoned for the present season. The contractors who have the plans completed say that the dock will be erected during the season of 1907.

The rates on coal from Indian Territory points to Texas points have been increased ten cents a ton. The mines along the "Katy" system have now reached a total production of about 125 cars daily, and as fast as possible men are being hired, but it is not known when the normal output will be reached.

The Tacoma Smelting Co. has purchased the coal mining and coke plant of the Western American Co. at Fairfax, Wash., thirty-five miles from Tacoma, together with 2,000 acres of mineral lands. The coke product will be increased from the present output of 100 tons a day to 400 tons a day, supplying both the California and Tacoma smelters. While the consideration is named as nominal, it is understood



the property is estimated to be worth in the neighborhood of \$1,000,000.

Circuit Judge Eugene R. Kimbrough, of Danville, Ill., has been chosen to arbitrate the differences between the miners and operators of Illinois which were not settled at the recent conferences at Springfield. Judge Kimbrough will hear both sides and render decisions upon the points in dispute. It has been agreed that his decisions shall be final.

E. P. Ruyschert & Co., mining operators, are preparing to install a \$15,000 steam shovel at their coal beds along the Santa Fe, near Tulsa, I. T., which will make it possible to load 200 cars of coal daily. Tulsa coal is of a good quality, standing exposure well and burns freely. It is used considerably by the Frisco and other roads traversing the territory.

J. M. Heil, a merchant of Rayland, Ohio, has secured an injunction against the Glens Run Coal Co. and its superintendent, Philip Maurer, restraining them from preventing him from delivering his groceries to union miners in company houses along a public thoroughfare. He was ordered to discontinue delivering provisions because he sympathized with the strikers.

C. W. Gebo, representing a party of eastern capitalists, has purchased 11,580 acres of land in Big Horn and Freemont counties, Wyoming. The coal underlying the land is said to be the best ever found in the state. The consideration paid for the land was ten dollars per acre. Active development work will be commenced within a short time, including electric plants.

Attorney General Sturdevant, of Wisconsin, has handed an opinion to Secretary of State Houser holding that the state will not allow articles of incorporation to be amended and to have incorporated under such an amendment, a provision delegating all the power of a corporation's directors to an officer or agent. The amendment sought to be filed apparently had for its purpose the delegation of all the power of the corporation to one individual for the purpose of having other corporations delegate their powers to this one individual. The general holds that such an act is against public policy.

The Simmons Coal Co., Canton, Ill., has begun sinking a large coal mine on the old Rohrer farm, two miles north of Canton on the Chicago, Burlington & Quincy railroad. The company owns about 160 acres of land at this locality and has forty men at work sinking a 130-foot shaft. The work will be continued day and night until coal is struck. The mine when completed will give employment to 250 or 300 men. The officers of the company are Thos. Simmons, president; Chas. Simmons, vice-president, and Joseph Simmons, secretary and treasurer. The three officers also constitute the board of directors.

As a result of the injunction suit filed a short time ago by the Ohio state mine inspector against the Luhrig Coal Co., at Athens, Ohio, restraining said company from operating its mines until such time as it complied with the laws of Ohio for the proper protection of the miners, the Luhrig Coal Co., it is reported, will institute proceedings for damages against the inspector. The Luhrig Coal Co. will base its action, if suit is filed, on the ground that prior to the filing of the injunction suit the state mine inspector closed its mines without authority from the courts, and after being requested by said company to give it a reasonable time in which to make the changes necessary to comply with the law by posting notices at its mines forbidding the miners to enter under penalty of law.

John W. Helms, of Linton, Ind., has found a fine field of coal in the eastern part of Greene county, near Kolen. Mr. Helms has been drilling in the hills for several weeks. He has options on 3,000 acres of land in that vicinity and the Monon railroad runs within a mile of his find. Drill holes show five feet and four inches of an excellent quality of coal of the "peacock" variety. Mr. Helms thinks it is the Raglesville vein of coal. The coal lies about ninety feet from the surface where he drilled, but there are many outcroppings in the hills, making the conditions ideal for a shaft. One remarkable thing about this find is that the drill penetrated eighty feet of solid limestone before the coal was reached, so that practically no curbing would be necessary

in a shaft, and a "roof" of this kind would be more than ordinarily safe. A company, to be known as the Rockwood Coal Co., is already being formed, and a mine will be put down at once. Several Linton men are interested in the new field.

The mine of the Evansville Coal Mine Co., near Evansville, Ind., has been abandoned by its owners. The mine is flooded with water, the flow of which is too great for the pumps to overcome. It is probable that the roofs of the mine passages will cave in within a very short time unless the owners decide to again take up the battle against the water. The trouble with the water started in April. The owners fought manfully in an endeavor to pump out the water, but a great vein had seemingly been opened and the passages filled rapidly. During the past week the pumps, tracks and other equipment was removed from the mine and it has been abandoned at the loss of many thousands of dollars. The Diamond mine is located a short distance from the abandoned mine. The owners of the former have arranged to install a new pump in order to combat the overflow of water expected from the old shaft. Owners of the Diamond plant stated last night that they did not apprehend any serious danger from the overflow, but were installing the new pump to be ready if the danger should occur.

The supreme court of Washington has decided that a man who goes on unsurveyed government lands and builds a cabin and opens a coal mine is entitled to the cabin and mine and necessary land for his improvements as against any other person that may come along in his absence and take possession. The case was Syrenus Davis, John P. Hartman, Henry C. Davis and L. H. Davis, respondents and plaintiffs below, versus A. U. Dennis, A. A. Dennis, George Weikel and Ella C. Weikel. The land is in Lewis county, Wash., sixteen miles from a wagon road and one hundred miles from a railroad. The plaintiffs entered on the land in 1895 and went to it from time to time and worked on the coal mine. In 1903 the defendants took possession and refused to move. The lower court found for the plaintiffs and the supreme court affirms the lower, which entered a judgment of ouster. The supreme court finds that prior possession is the only question involved and that there had been no abandonment of the claim by the plaintiffs, one of whom had gone to Washington, D. C., to ask that the claim be not included in a forest reserve. The land was not subject to entry, and those now entitled to possession will have to take their chances with the government.

Because C. J. Devlin's memory was not good and he forgot that he had turned over \$24,000 worth of stock in the Pittsburg & Midway Coal & Mining Co. to W. and J. Lanyon, and then secured duplicate stock to replace that which he thought he had lost, Arthur K. Lanyon and Alvin H. Lanyon, of Pittsburg, Kas., may be liable for \$24,000 for the duplicate stock which they issued as president and secretary of the coal company. The Central National Bank, of Topeka, which acquired the second issue of the stock, has found that there is already outstanding the original stock. It has, therefore, brought suit in the Girard division of the Crawford county district court against A. K. Lanyon and A. H. Lanyon and the Pittsburg & Midway Coal & Mining Co. for \$24,000, the amount of the "fictitious securities" which the Topeka bank claims to hold. According to the petition which has been filed in the case, Mr. Devlin before his death owned 240 shares in the Pittsburg & Midway Coal and Mining Co., of this city, valued at \$24,000. He pledged this stock as collateral for a debt due W. and J. Lanyon, of Mineral Point, Wis., and they are now the owners of the stock. In course of time, according to the petition filed in court, Mr. Devlin forgot that he had transferred the stock to the Lanyons of Wisconsin, forgot what he had done with the \$24,000 worth. Consequently he made affidavit that the stock had become lost or destroyed and in December, 1903, it is alleged, A. K. Lanyon, as president, and A. H. Lanyon, as secretary, of the Pittsburg & Midway Coal & Mining Co., issued duplicate stock to him. It is alleged, however, that they failed to surrender the former certificate of stock or specify on the new issue that it was to take the place of the lost stock.

## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

Articles of incorporation have been filed by the Jenney Gap Coal & Land Co., Charleston, W. Va., showing \$50,000 capital stock.

The Dixon Coal Co. has been incorporated to operate coal mines in Green township, Indiana county, Pa. The new company has a capital stock of \$25,000 and will operate on a large scale.

The Chelyan Land & Coal Co. has been incorporated at Charleston, W. Va., with an authorized capital stock of \$300,000. The incorporators are W. G. Matthews, M. M. Williamson, F. M. Carnes and associates.

The Waltersburg Coke Co., with a capital stock of \$20,000, has effected an organization in Uniontown, Pa., by the selection of these directors: W. A. Stone, L. H. Frasher, W. E. Crow, A. P. Austin, William Allison, Albert Gaddis and R. J. Humphries. The directors elected W. A. Stone president; A. Gaddis, vice-president; George H. Bortz, secretary, and W. C. Black, treasurer. The Waltersburg company recently purchased the plant of the O'Connell Coal & Coke Co., consisting of thirty-five ovens, and will build 115 more ovens to make a 150 oven plant. They also purchased 150 acres of coal from the Pittsburgh Coal Co.

### General Eastern Coal and Coke Notes.

The Fairmont Coal Co. has set aside \$300,000 to be used in opening a new mine near Lumberport, Harrison county, W. Va.

The South Baltimore Steel, Car & Foundry Co., which has a contract for building 3,000 coal cars for the Fairmont and Somerset coal companies, has begun to make deliveries. All are to be finished by December.

William Douthitt, fifty-five years of age, ex-sheriff and prominent coal operator of Lawrence county, Pa., died a few days ago at his home in Newcastle. He was born in Big Beaver township and spent his entire life in that county. Mr. Douthitt is survived by his wife and four children.

The Wabash railway, on July eighth, commenced operating the Cross Creek railroad, a six-mile coal road built by the Washington county (Pa.) Coal Co. from Avella, on the Pittsburg line of the Wabash. Passenger and freight service will be installed on the new road in a short time.

The Bessemer Coke Co. has awarded a contract for the erection of one hundred coke ovens at Millsboro, Westmoreland county, Pa., to the Bessemer Contracting & Ballast Co., of McKeesport, Pa. It is said another hundred ovens will be started as soon as the first contract is completed.

Fire of mysterious origin recently destroyed the tipple, washery, fan house, oil house and blacksmith shop of the Jamison Coal & Coke Co., Crab Tree, Pa. The loss is estimated at \$75,000, fully covered by insurance. The stables and engine houses of the company were saved through the hard work of 200 miners.

J. C. Kellogg, United States consul at Colon, says that during the twelve months ended May 31 about 168,000 tons of coal had arrived at that Panama port, making an average of 14,000 tons per month. All of this coal came from the United States, principally from Norfolk, Va., but was shipped in foreign bottoms flying the Norwegian flag.

Work at the No. 10 colliery of the Pennsylvania Coal Co., Pittston, Pa., has been discontinued while the breaker, which is in a dangerous condition, is being torn down. A new and modern structure will be erected at shaft No. 9, which will also serve No. 10. It is expected that the new breaker will be in operation before winter sets in.

The work of preparing the Elm Grove Coal Co. mine at Elm Grove, W. Va., for the installation of new and modern mining machinery is now in progress. The mules will also be removed from the mine and electric motors used in their stead.



The tipple of the company has been raised so as to permit loading coal on three tracks instead of two.

The H. T. Wilson Coal Co., formerly of Detroit, Mich., has reorganized and incorporated in West Virginia with a capital stock of \$200,000 for the purpose of mining coal near Logan in that state. The officers of the company are H. T. Wilson, president; William Sweeny, vice-president; E. R. Johnson, secretary and treasurer, and L. S. Stanley, general counsel.

The old Hillman vein mine at Wilkesbarre, Pa., has resumed operations after an idleness of more than ten years. At the time the mine was closed it was thought that all the coal had been removed, but M. J. Healey, who has signed the lease for the property, expects to remove thousands of tons. Work was to have been commenced a month ago, but a serious cave caused a delay.

Matthew Beddow, aged sixty-eight, president of the burrough council of Minersville, Pa., for twenty years, is dead. The deceased was a coal operator in the lower anthracite basin for many years. He was an expert on the anthracite coal measures and his advice was frequently sought by coal corporations. He also was interested in a number of institutions in Schuylkill county and was a large real estate owner.

To meet the increased demand for coke and for fuel with the enlargement of its Bethlehem plant, the Bethlehem Steel Co. has begun negotiations for a large block of coal lands in Cambria county. There are 4,000 acres in the tract and some mines are already opened. Railroad facilities are good and the haul is short to Bethlehem, so that the proposition is regarded as favorable for the Schwab interests. The deal will involve about \$1,500,000 and will be one of the most extensive that has taken place in central Pennsylvania in some years.

The Clare Coke Co., recently formed under the presidency of James A. Bennett, of Greensburg, has bought the coking properties heretofore owned by Joshua W. Rhodes & Co., of Pittsburg, under the name of the Penn Coke Co. The sale was consummated by Blair & Lane, of Greens-

burg. There are 100 coke ovens on the property, which the new owners will improve, and to which a battery of fifty ovens will be added. The product is chiefly foundry coke, which will be marketed under the name of Clare instead of Rhodes. Lawrence E. Walters, of this city, is secretary and treasurer of the new company, which will have headquarters in Greensburg.

Orders which are believed to mean the destruction of a considerable portion of the business district of Centralia, Pa., have been issued by the Lehigh Valley Coal & Iron Co. These orders direct residents to remove their buildings from the land on which they are placed, as the company intends to mine the pillars of coal which support the surface. This will undoubtedly cause the surface to cave in. The action follows a recent decision absolving coal companies from damages in such events. The property affected is valued at between \$60,000 and \$70,000 and is near the center of the town. Several of the owners who did not know they had bought only the surface rights talk of instituting legal action.

Plans for the organization of the Coal Operators' Association of Western Pennsylvania, which have been under way for some time, have been allowed to rest for a few weeks. The desire to bring all the operators in this portion of the state into the organization has caused the matter to move slowly. All of the leading men of the movement are out of the country at present and their presence is necessary before a final agreement is drawn up. The matter, however, is still a live one. The question of having the Pittsburgh Coal Co. as a member has not been fully determined upon as yet. The question of voting power must be definitely settled, and this will have to be considered carefully. It is desired that no one interest or corporation shall have a majority of votes in the association and in this way the small independents will be always well represented in deliberations.

The Hallstead colliery of the Delaware, Lackawanna & Western company in Duryea, Pa., which has been shut down since the strike of 1902, will soon be in operation again, since the

officials of the company, after a hard four years' fight, have succeeded in ridding the mine of the greater part of the water with which it was flooded immediately after the strike order went into effect in 1902. At that time the strikers called off the steam men and the officials were unable to prevent the flooding of the entire mine. The intruding water was given full sway and was not molested until several months after the termination of the strike. It was then that the company officials decided to reclaim the workings by placing in operation a number of small pumps. When it was seen that these could not get control of the situation, fourteen larger and more modern pumps were placed in operation. Each of these pumps has a capacity of 5,000 gallons per minute, and ere they were in position long there was a noticeable decrease in the amount of water in the underground workings. The work has so far progressed that a force of men are now employed getting the inside of the mine in proper condition for a resumption of work. It is said that there is about two million tons of coal remaining unmined, which insures a long period of prosperity to the borough of Duryea.

Severe criticism of the management of the Lehigh Coal & Navigation Co., especially by George H. Earle Jr., one of the largest stockholders and a voting trustee, has brought a reply from Lewis A. Riley, its president. Particular fault has been found with the limit to which the company's canal is operated. Regarding this Mr. Riley says: "I fully appreciate the value of the canal property, and I also must recognize the limitations of canal transportation. We are trying to get the most out of the operation of the Lehigh and the Delaware division canal. It is true that they afford a water route from Mauch Chunk to Philadelphia. But it must be remembered that the maintenance and operation of canals is a precarious business. Our canals in the Lehigh and Delaware valleys are unavoidably subject to washouts. We have been put to much trouble and expense on this account. The bed of the Lehigh river is now so full of coal dirt, as the result of years of mining in its basin by the Lehigh Navigation and other companies, that every freshet silts up the canal and slack water

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pools above the locks. This requires frequent dredging to keep the canal open. Under the New Jersey Central lease there is nothing to prevent the Lehigh Navigation Co. from diverting coal from the railroad to the canal. We could ship every pound of coal we mine by the canal if it was possible. We are now using the canal as far as we can make water deliveries, and the company is doing a large part of what might be called the water trade of Philadelphia. Should we bring coal to Philadelphia by canal and then try to deliver it by car or wagon to industries reached directly by railroads, the cost would eat up all that we save by cheaper water transportation from the mines. Further, if the Lehigh Coal & Navigation Co. should go into the markets of the railroad-coal companies and seek trade by reducing prices, the railroads would simply meet our prices. This would demoralize the coal trade and make it unprofitable for all. Only for six months in the year is the canal open for traffic. Our customers naturally want coal all the year round. We can not expect to hold them in the summer, when the canal is open, if in the winter, when coal is in most demand, they are to be obliged to buy elsewhere." Notwithstanding the cold water which President Riley throws upon the canal proposition and of the urgent suggestions of stockholders of the company as to how the canal route might be utilized, it is understood that the public discussion of the matter is causing the management to give the subject new consideration.

### **Southern Coal and Coke Notes.**

#### **New Southern Enterprises.**

The Crystal Falls Coal Co., Chattanooga, Tenn., has been incorporated with a capital stock of \$50,000 by G. L. Seruggs and associates.

The Cedrom Coal Co. has been incorporated at Birmingham, Ala., to engage in mining, manufacturing, buying and selling of coal, coke, limestone, etc. The authorized capital stock of the

company is \$5,000, of which \$2,000 has been paid in. The incorporators, directors and officers are W. C. Shackelford, president and treasurer; J. B. Ritter, vice-president, and J. B. Bicknell, secretary.

The Choctaw Coal & Mining Co. has been organized and will on August first assume the operation of the Walker county mines of the Galloway Coal Co., under a lease which provides for the production of the coal and delivery to the Galloway company in the railroad cars at the tippie. The officers of the Choctaw company are: Robert Galloway, chairman of the board; Cyrus Garnsey Jr., president and treasurer; John R. Pill, vice-president and general manager; R. R. Henderson, secretary. This lease does not change the management, it is understood, and will in no wise affect the employees. The Galloway Coal Co. will continue to operate its stores and will sell its own product. The organization of the Choctaw company interests in the operation of the property of the Galloway company Mr. John R. Pill, who has been general superintendent of the mines of the company for a long time. He is one of the successful operators in Alabama. In addition to the Walker county mines Mr. Pill is general superintendent of the mines at Garnsey, in Shelby county.

#### **General Southern Coal and Coke Notes.**

Directors of the Green River Coal Co., Parkersburg, Ky., have employed attorneys to examine and complete titles to 4,000 acres of coal land on the Green river near Greenville, Ky. In addition to this land the company has options on 8,000 acres of other lands in the same county which will also be surveyed and conveyed to the company.

The Alpine Coal Co., operating mines at Alpine, Ky., and having general offices at Chattanooga, Tenn., has filed a petition in bankruptcy in the federal court at Chattanooga giving its liabilities at \$30,000. The assets of the company are estimated at \$100,000. The officers of the

company are T. M. McConnell, president, and J. T. Hill, secretary.

The controversy which has been raging for several weeks in Richmond, Norfolk and other Virginia cities because of a reduction in freight rates on coal to manufacturers but not to other consumers, has been settled by another revision of the rates by the two roads concerned, the Norfolk & Western and the Chesapeake & Ohio. Both roads have issued statements through local representatives, that of the Chesapeake & Ohio being as follows: "The Chesapeake & Ohio Railway Co. has determined, after deliberate consideration of the matter, to withdraw the recently published rates on coal for manufacturing purposes, and to publish, effective on legal notice, reduced rates on all grades of coal for all receivers or consumers. Since the manufacturers' rates were published there have been constant complaints from manufacturers who were evidently entitled to rates, but because of lack of track or storage facilities, were not in position to avail themselves of the rates. The coal dealers also who sell to manufacturers could not secure the lower rates, because they were not manufacturers. The railway desired that all establishments creating freight should have the benefit of the lower rates, but found it impracticable to apply them without conflict, hence it was thought wise to recall the manufacturers' rates and substitute a schedule of rates on all grades of coal for all purposes, regardless of to whom the coal was consigned, that should be something higher than the manufacturers' rates, but lower than the commercial rates heretofore in effect. The rates determined upon will be to Richmond, Norfolk and intermediate points from New River district, \$1.50 per ton of 2,000 pounds, and from Kanawha district \$1.60 per ton of 2,000 pounds. For information it may be proper to say that this rate from New River is but twelve cents higher than the rate on the same grade of coal from the Baltimore & Ohio and Pennsylvania railroads' coal fields to Baltimore, Md., although the Chesapeake & Ohio railway hauls the coal 130 miles further than either of those lines."

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## General Review of the Markets.

A careful survey of the conditions prevailing in the coal market, both east and west, during the month of July shows that in general the trade conditions which have prevailed were largely normal for the season and that where exceptional conditions existed they sprang naturally from causes easily recognized and explained.

In the eastern anthracite trade the strong market which prevailed during the weeks following the resumption of operation following the settlement of labor difficulties continued well into the early part of July. While this activity has largely ceased, there was no sudden stoppage of demand, but a falling off so gradual that the trade was given ample time to adjust itself to the circumstances. The end of July found the anthracite coal trade for the most part quiet in the east, but with a record for the month which was very satisfactory when brought into comparison with the record for the preceding years. Competent judges believe that the tonnage already taken at distributing and consuming centers east of the mines is in the aggregate sufficiently large to justify expectation of a quiet and even dull market there until well into September, after which a strong revival of demand is expected.

Exactly reverse conditions have prevailed with the western anthracite market. In this territory the resumption of work after the strike aroused little interest so far as any effect upon demand is concerned. The market throughout the month of July has been sluggish in the extreme, men old in the business stating that they have never known the aggregate sales for July to total such a small tonnage. As the consumption of anthracite during the colder months holds very nearly uniform from year to year, it is reasonable to believe that this prolonged period of stagnation is to be offset by a corresponding rush of business in the near future. It is predicted that this abnormally large demand, condensed into an unusually short space of time, will result in a congestion of orders sure to cause prolonged delays in delivery.

Until the latter part of the month comparatively little anthracite had been forwarded to the docks on the upper lakes, but the last fortnight has shown an improvement in this respect, the last week especially showing an increase in shipments by lake from Buffalo of sixty per cent over the preceding week. While western selling agents, as indicated above, expect a congestion of orders for a short time, they do not look for any continued shortage, but believe that conditions in the anthracite trade for the season will become normal as soon as the first rush is over.

### Conditions in the Eastern Bituminous Trade.

With occasional flurries of activity the seaboard bituminous market has been very quiet throughout the month of July, presenting no features of sufficient importance to have material effect upon trade conditions, either stimulating or depressing. There has been no unusual stagnation and the weekly forwarding has been about normal for the season. The opening of August seems to have been marked with beginnings of improvement, producers and wholesalers reporting inquiries which indicate depletion of stocks and a revival of trade in the near future.

Even with the market in its present quiet state the car supply is hardly equal to the demand, with many signs pointing to a constantly increasing scarcity, making it evident that those who will have pressing need for supplies at an early date should not wait until the last minute, but lay in stocks in advance of actual necessities.

With the settlement of labor difficulties in the Clearfield, Allegheny Valley and Pittsburgh vein districts, the relations of capital and labor are again on a normal basis in all but a few restricted and comparatively unimportant areas, although fears of a reopening of strife are entertained in some quarters where the miners are dissatisfied, feeling that they did not gain as much as they should have in the settlements reached.

While the terms of labor are now fairly well established, the supply of labor continues to be an important question in almost every

field from the seaboard to Ohio. The high state of prosperity prevailing in all industries has drawn many miners into other occupations, and this, with other causes, has so reduced the available supply that many producers are unable to accept, or if accepted, to fill all the orders offered to them. While this difficulty is great in central and eastern Pennsylvania, it is most acute in the Pittsburgh and West Virginia fields, where the coke as well as coal operations are adopting every possible means to secure more help, even, in some cases, to the extent of the very questionable method of systematically attempting to hire men away from each other.

Shipments by the Ohio river are still waiting the long delayed rise in the water stage and the Pittsburgh harbor is becoming congested with the immense fleet of barges already filled and awaiting the first opportunity to move. Prices current at Pittsburgh have remained firm for some time, but have not materially advanced excepting in the coke market.

### West Virginia Coals Advancing in Price.

Trade conditions in the West Virginia fields are likewise satisfactory, demand being so close to capacity that there have been instances of premiums being paid above circular where urgent need demanded the filling of orders out of their regular turn. Prices on some sizes of splint coal have already advanced, and on other sizes and on smokeless coals advances are announced for September first.

Apart from the large local consumption by the great industries located in the immediate neighborhood of the mines, the strength of the Pittsburgh and West Virginia coal market at the present time is chiefly due to the heavy demand from the northwest for shipments by way of the lakes. The supplying of this regular demand having been begun later in the season than usual, it was expected that hard, steady work would be required to get the necessary tonnage up the lakes before the close of navigation, even on the assumption that the vessel supply would be normal. Instead a vessel shortage is developing which bids fair to equal, if not exceed, any car shortage of recent years. The great iron and steel industries ordinarily have an immense reserve stock of ore at the furnaces, but the continued prosperity in these industries has led to such repeated drafts upon this reserve that it has been exhausted, so that the furnaces are now depending for continued operation solely upon current shipments. As the iron and steel mills are operating up to capacity, they are taxing the facilities of the ore-carrying freighters, and even then are barely able to secure a sufficient supply of ore from week to week. This demand, taken in connection with the fact that the ore carrying business is much more remunerative than coal carrying, has resulted in a withdrawal of many vessels from the coal carrying business, they finding it more profitable to return up the lakes light than to spend the additional time necessary for taking on, carrying and discharging coal cargoes.

Shippers who have not been far sighted enough to secure advance charters are now finding the greatest difficulty in fulfilling their coal contracts at the upper lake docks. Already many of these shippers have been obliged to pay premiums of as much as ten cents per ton above current freight rates, and it is said to be a safe prediction that even larger premiums will become necessary a little later in the season.

The depressed condition of the western bituminous market with which July opened continued to grow worse throughout the month until the market became thoroughly demoralized. Prices went continually lower, there seeming to be no bottom, and overproduction was so great that Chicago was flooded with coal which went to demurrage and heavy sacrifice. The market outside of Chicago was maintained longer than in the city, but it finally became affected by Chicago conditions to a large extent. The beginning of August finds these conditions still prevailing, the only change during the past week being an increase in inquiries and demand, which, however, has had no appreciable effect for the better, as production has increased proportionately.





Office of THE BLACK DIAMOND,  
CHICAGO, August 4.

The Western bituminous coal market, during the week past, has developed a very perceptible increase in the number of inquiries and of sales. The market therefore may be said to have improved, in the one matter of demand. But when this has been said, comment of a favorable character has reached its limit. In all other respects the unsatisfactory conditions which have characterized this market throughout July continue with practically no signs of abatement.

When operation was resumed after the strike this market was in no need of coal, and the first of July found it already overstocked, with dullness, low prices and depression as its characteristics. Overproduction was a constant factor, and long before the end of the month complete demoralization was developed, with its regularly attendant evils of slaughtered prices and demurrage coal a drug scarcely to be given away, for the prices obtainable had fallen so low as to make sales little better than gifts.

Just at the end of the month consumers began to manifest more interest; the old stock piles which had outlasted all expectation, seemed at last to have disappeared and sales became somewhat more numerous. But at the same time the volume of coal coming to this market has increased in full proportion to the increased demand, so that little if any benefit has accrued to the trade. Conditions remain practically unchanged. Demurrage coal is as plentiful as ever, and prices are still at low ebb. The most that can be said for the prices of this week is that they have not shown as wide variations and fluctuations, but have become more fixed on a low basis.

#### Illinois Coal Selling on Low Basis.

Locally, most sales of Springfield coal, whether at demurrage or when ordered from the mine, have probably been made within the following limits, with the majority of sales nearer the minimum than the maximum figures: Screenings, 50@55c f. o. b. mine or \$1.25@1.30 f. o. b. Chicago; run-of-mine, 75@85c f. o. b. mine or \$1.50@1.60 f. o. b. Chicago; prepared sizes, \$1.15@1.25 f. o. b. mine or \$1.90@2.00 f. o. b. Chicago. Carterville coal has not fared much better on mine prices.

Closing of contracts continues to be seriously affected by the demoralized state of the market, although some business has been done during the past week, including one or two of the largest class. Trade outside Chicago, both single sales and contract business, is reviving, although greatly hampered by the conditions existing here.

Indiana operators are in the main continuing the policy of restricting production as closely as possible to actual requirements of their trade, and of avoiding consignment shipments to Chicago.

#### July Anthracite Business in Chicago.

Regarding the anthracite business in Chicago during the month which has just closed, a sales agent of long experience, remarked: "Not in the last eight years have I known so little anthracite to be sold locally; there has scarcely been enough business to cover the cost of horse feed, to say nothing of paying the men." Local consumers throughout the entire month have displayed absolutely no interest in the matter of stocking up for their

next winter's needs, seeming to care nothing for the larger discount now available, as compared with that which will prevail later in the season.

Chicago retailers also have disregarded the discount proposition almost to a man, even the customary end-of-the-month flurry not materializing this week. When the discount does not appeal, there is virtually no motive stimulating the local dealers to stock up in advance of the demand of their customers. Fear of a shortage of supply later in the season, which often is of weight at interior points, has no terrors here, because of the practically inexhaustible resources always at hand on the Chicago docks with their storage capacity of over a million tons.

Comparatively little anthracite has come onto the docks as yet. Up to the middle of July the seaboard and eastern line business held up as well or better than usual. This always means that the production of the mines is absorbed at these short-haul markets with little surplus for more distant points. During the latter part of the month it became evident that the supply had taken the edge off from this more eastern demand and the taking on of some cargoes for Chicago was reported. This is regarded as indicating that August will, as usual, be one of the two heaviest shipping months of the navigation season, so it is believed that by the end of this month the tonnage received at the docks will be amply sufficient for the fall trade, despite their present depleted condition.

All-rail shipments to the West, while light, are regarded as normal for July, when transportation conditions are taken into account. The Eastern roads to the fullest possible extent avoid sending their own cars to Western points aiming to make these shipments on the return trip of Western cars sent East with other products. East-bound shipments in July are light so that the car supply has been absorbed by the westward movement of less bulky merchandise commanding a higher freight rate than for coal. As soon as the crops begin to flow eastward the conditions will be reversed. Cars now scarce, though not exactly short, will become more plentiful and all-rail coal will move freely. It is expected that even thus there will be difficulty in filling September orders promptly in view of the unprecedented holding back of advance purchases.

#### Through-Route Business Active.

The most active section of the Western anthracite, in fact, the only one showing any real activity, is in "through-route territory." As this trade must be supplied by consignments direct from Buffalo, often requiring four weeks in transit, and as past experience has shown that to delay till fall always means shortage, retailers in this territory are normally active in placing their orders. This trade, therefore, is taking the bulk of the product coming forward by all-rail routes.

The new reduction in discount to ten cents per ton on domestic coals became effective on Wednesday of this week, August first. Wholesale car lot prices at the leading distributing points for the Western trade, namely, Buffalo, Chicago, Milwaukee, Superior and Duluth, are as given below, the ten cent discount being deducted, that is to say the prices quoted are net:

	Grate.	Egg.	Stove.	Nut.
F. o. b. cars Buffalo and the bridges; gross ton . . . . .	\$5.15	\$5.40	\$5.40	\$5.40
F. o. b. vessel Buffalo, N. Y.; gross ton . . . . .	5.40	5.65	5.65	5.65
F. o. b. cars Chicago, Milwaukee, Superior and Duluth; net ton . . . .	6.15	6.40	6.40	6.40

The full circular basis will be effective commencing September first and continuing till April first of next year.

#### Eastern Bituminous Coals Lead in Strength.

July has seen a decided improvement week by week in the market for the Eastern bituminous coals. The month opened with trade very light all along the line here in the West. Prices were for the most part firm, with the exception of one or two varieties, but this firmness was caused by the better demand in other markets, together with the fact that the producing companies were almost a unit in holding their output down to a volume which was closely commensurate with the demands of their trade.

As the month advanced the market showed a gradual but steady and healthy improvement for all grades, and the one or two products which had shown a tendency to waver became as firm as the rest. The beginning of August finds this trend continuing to gain in force, so that in some instances quotations have already advanced, while in others an increase in price is impending.

The chief factor in this upward movement of the market for Eastern bituminous coal has been the heavy requirements for the supplying of the trade in the northwest by way of the lakes, first through the docks to interior distributing centers, and second, for the stocking of the docks themselves. By their earlier settlement of strike difficulties the West Virginia operators were enabled to get movement to the lakes under way much sooner than was the case in Ohio, but all producers were behind their normal tonnage at the beginning of the month and in spite of their utmost exertions the first of August finds the same backwardness as to the volume of coal forwarded.

#### Threatened Crisis in Vessel Supply.

With the supply at the upper docks so inadequate in comparison with the demand, ample business for the lake freighters throughout the balance of the season would be assured, even under normal conditions. But conditions are not normal. The iron and steel industries are enjoying a rush of business which crowds their capacity continuously. Their stocks of ore on hand are exhausted and they are hard pressed much of the time to secure lake shipments from the Superior mines with sufficient rapidity for their current and urgent needs. Hence the pressure is constant on the vessel owners to give virtually an express service, thereby creating at the present time a vessel famine in the coal trade as serious as many of the car famines of the past. The immediately contributing cause is the wide differential between ore and coal freight rates, amounting to fifty cents against coal shipments to Lake Superior ports and forty cents against those to Lake Michigan ports. Shippers who had contracted for sufficient vessels in advance are



protected, but all others are having great difficulty in covering their needs. A premium of ten cents has been paid in some instances, and in others has been offered and refused. It is freely predicted that even a larger bonus than this will have to be paid when the season is a trifle more advanced, it being believed also that available vessels will become much more scarce as soon as the new crops begin to move eastward.

#### Smokeless and Splint Prices Advancing.

Pocahontas and New River smokeless coals are in much stronger demand locally than they were a short time ago. This is especially true of lump and egg, which are very scarce in this market, with great difficulty found in securing prompt shipments from the mines on all-rail business. The labor supply and the car supply are both still below requirements. The seaboard trade continuing good, and the lake demand being strong, prices range upward from circular basis rather than otherwise. An advance in the price of run-of-mine is already announced to take effect on September first, after which date it will be held at \$1.35 f. o. b. mine or \$3.40 f. o. b. Chicago. On account of

the scarcity of lump and egg coal and the consequent tendency to rise above circular, the price for September has not yet been fixed, although announcement of an advance at that time has been made.

Splint coals share in the prevailing activity of demand both for shipment to the docks and by rail to Chicago and interior markets. The car supply is improving and less difficulty is being found in getting shipments through to destination on something like schedule time. Locally orders are being placed more freely than through July. Commencing with August first, an advance of ten cents went into effect, making standard Kanawha splint now stand at \$1.45 f. o. b. mine or \$3.35 f. o. b. Chicago for one-and-one-half-inch lump, with an extra ten cents to be added if shipped in box cars. Winifrede splint remains firm at \$3.55 f. o. b. Chicago.

Youghiogheny coal continues to show an increase of demand, giving added firmness to the prevailing prices, namely; Three-quarter inch, \$1.20 f. o. b. mine or \$3.10 f. o. b. Chicago; mine-run, \$1.10 f. o. b. mine or \$3.00 f. o. b. Chicago. Cars for the Western trade are becoming increasingly scarce with consequent delays, but the difficulty has not reached an

acute stage. The chief concern now with operators and wholesalers in this product is the shortage of vessels in the lake-carrying trade, which is a serious menace to the transaction of business already secured and in prospect.

In Fairmont coal there is little change from the satisfactory market conditions reported a week ago, apart from the general complaint of shortage of vessels for the dock business. Current quotations for the different sizes are. Three-quarter-inch lump, \$1.00@1.05 f. o. b. the mine or \$2.90@2.95 f. o. b. Chicago; run-of-mine, \$1.00 f. o. b. mine or \$2.90 f. o. b. Chicago; slack, 75@80c f. o. b. the mine or \$2.65@2.70 f. o. b. Chicago.

The Hocking market shows very little change from the conditions previously reported, it sharing fully in the prosperous state of the eastern bituminous market and, as well, being perplexed by the same difficulties regarding transportation facilities up the lakes. The Chicago market is quiet, but no more so than is considered normal for this time of the year, it not being usual for much activity to prevail here before September. Domestic lump is quoted at \$1.50 f. o. b. the mine or \$3.15 f. o. b. Chicago.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, August 2.

The coal and coke trade in Pittsburg continues along the same satisfactory lines which it has been following for some weeks. In fact, the general situation could not be improved upon, unless higher prices were to be secured.

An interesting phase of the business has developed during the last few days. At such times as these, there are always brokers, located in other cities, generally some distance from Pittsburg, who try to cut in and get some of the good things that are being available. A number of cases of this kind have developed recently. Foreign brokers, in other lines generally, thinking that now is a good time to make a few extra dollars, try to do so by buying up the output of a mine, or a block of ovens. The past experience of some of these market flyers has been disastrous and, to quote an old producer of both coal and coke, "coal and coke are good things to leave alone, unless you have been brought up to the business, especially coke."

#### Pittsburg Mines Running Full Time.

The mines throughout the Pittsburg district are busy. With but few exceptions all of them are operating full time. A small proportion are idle, but this is the regular state of affairs, even in more prosperous times than the present. Only one strike of any magnitude is on in the district, and the outlook is for a speedy settlement of this one. Labor continues to be scarce, so much so that we are advised of cases where men are offered inducements to leave present positions to work for competing concerns. Among the foreign element, which prevails in the coke region, the deterring factors are, holidays and booze. Cut down the former and cut out the latter and there would be more men available for work. In order to get the full product of ten men it is necessary to employ fifteen or even more than this number. In the face of this labor drawback, which is a serious one, the output continues large and is steadily growing.

It is necessary that the output should increase; the demand exceeds it considerably. One of the largest coal producers in the district advises us that for the month of July they were short twelve hundred cars of coal, and the prospect is that this, or even more, will be the shortage for August.

#### Heavy Increase in Rail Shipments.

Cars are in good supply, and coal shippers heave a sigh of relief when called on to forward a large order in a hurry. Heretofore the first qualification on receiving a large order has been, "We will ship as soon as we can get cars."

Now, the proviso is, "We will forward as soon as we can mine the coal."

Rail shipments have been growing heavier each year in the Pittsburg district, and have encroached somewhat on shipments by river. The Monongahela River Consolidated Coal & Coke Co. report that their rail shipments this year will be double those of last year.

A number of new concerns are reported for the week. In fact, it has been said that "it is a cold day when a new coal or coke concern is not registered at Harrisburg." In this connection, it might be well to note that two coal companies suspended business here this week, and a receiver was appointed to wind up their affairs. This was due, however, more to poor management than anything else.

A tour by the writer through the Connellsville coke district reveals the state of affairs in the trade very plainly. Everybody connected with the coal and coke industry is busy—the coal producer, the coke manufacturer, the mine supply people and the coal prospector. By the coal prospector is meant the dealer in coal properties. At Uniontown, Pa., people are almost crazy over coal lands. Coal tracts are offered from \$100 an acre up to \$3,000 an acre. We were told of deals offered which would involve the expenditure of from \$10,000 up to and including one for \$2,000,000. At the court-house in Uniontown it was stated that when a deed for a piece of coal property is recorded and the sale is made by the original owners, a farmer for instance, several blank pages are left following the record in the deed book, as it is probable that the same piece of property will continue to be recorded anew by continuous purchasers, and this may occur many times before it lands in the hands of persons who will keep it and develop it.

#### Large Consignments Waiting for River Rise.

Coal in the Pittsburg harbor continues to pile up every day. Towboats are being coaled and fastened to tows, and then removed to the lower end of the harbor, near Davis Island dam, below the city. Several of these tows have already been made up, and everything is being made ready for a speedy getting away when the water comes.

The report of the Pittsburgh Coal Co. is out and has been favorably received. It has been criticised, to be sure, but the general showing is so much better than was expected that the public has received it in the light of a revelation on the better side. Since the suspension of dividends there has been a persistent rumor that it was necessary for Pittsburgh Coal to do things before it could ever hope to become a productive stock. That these things are being done is well shown by the report. It is clear

to even the casual observer that dividends can not be resumed in the immediate future, but it is also clear that its affairs are being carried on in such manner as to produce the best possible results. The company is developing its coking plants in such manner as to bring additional profits, and the report does not cover the period of the year when it will derive the best returns from the higher prices it will receive on new contracts. Taken all in all, Pittsburgh Coal might be much worse than it is, and if present conditions prevail during the coming months it will doubtless be an enviable security at no distant day. In sympathy with the report the market for coal stocks of the company has advanced, and continues strong. A noticeable feature is that heavy trading has been done in shares of the common stock.

#### Coal and Coke Prices Current.

Coal prices are about the same as they were a week ago. The market, however, is stronger and firmer, and the demand is somewhat increased. Run-of-mine coal remains at the same figures as it has been for some days, viz.: \$1.10@1.20 f. o. b. the mine; three-quarters inch is a shade higher, and is selling at \$1.25@1.30 per ton, f. o. b. the mine. Lump continues strong at the price of last week, \$1.30@1.40 per ton, f. o. b. the mine. Slack continues the leading factor, and is in heavy demand and strong at 80c and 85c per ton, f. o. b. the mine. As already stated, the demand is heavy, and in some cases exceeds the supply.

The coke market continues in a good condition, unusually so, and the outlook for a continuance of the present heavy demand is good. Orders are coming in freely, and many of them are larger than usual for this season of the year. One large producer of coke tried in vain today to get a supply from other producers to fill an urgent order for an old customer. It could not be obtained, even at the ruling market prices.

Furnace coke is a shade higher than last week and is selling for from \$2.75@2.90 per ton, f. o. b. the ovens. Foundry is quoted at \$2.90@3.00, which are the same figures as prevailed a week ago. There is no market for an inferior or second grade of coke at present. One coke producer consigned a large shipment of high grade coke this week to New Mexico.

There is no change to report in the prices of coal for domestic use since our last quotations. The demand continues good and former prices rule in the market.

The general outlook for the coal and coke industries in the Pittsburg district is very encouraging. With the mines and ovens nearly all in active operation, a heavy and growing demand, fair prices, and but few labor troubles to worry, the producers of both coke and coal in this vicinity should be satisfied with the present state of



affairs, and feel encouraged when forecasting the future.

#### GENERAL AND PERSONAL NOTES.

The Donahoe Coke Co., with offices at Greensburg, Pa., report that business was never better and that the output of their plants is sold ahead for several months.

The Hockensmith Wheel & Mine Car Co., Penn Station, Pa., report that they are unusually busy for this time of the year. Their trade is particularly good in the west, in which territory they have recently placed a traveling representative.

Following an explosion of gas a few days ago in Cherry Valley mine No. 2, belonging to the Pittsburg & Eastern Coal Co., a number of miners were injured, two of them seriously. This is another one of several accidents that have occurred in the section during the past few months.

The mine workers of the Pittsburg district are preparing to observe labor day in a fitting manner, and already a large number of requests have been received by President Feehan asking for speakers to address meetings. Gatherings will be held at Castle-Shannon, Carnegie, Charleroi, and other central points.

The fan house at the Penn Gas Coal Co. mine at Penn Station was destroyed by fire last night. A spark from the electric motor is supposed to have caused the blaze. The loss is estimated at about \$10,000. The fire throws about 250 men out of employment, temporarily, however, as a new fan will be installed as quickly as possible.

The Kensington Coal & Gas Co. has acquired twenty-five acres of river frontage on the Allegheny river at Logan's Ferry, near Pittsburg, and

will sink a shaft on it in the near future. Coke ovens will also be constructed. The coal found is of the lower Freeport vein, and has two stratas of about four and one-half feet each in thickness, with a foot of clay between. The coal is reached at a depth of 125 feet.

Announcement is made by the Pennsylvania railroad at Pittsburg that regular coal trains have again been placed in operation on all the branch roads of their line. Shortly after the strike the majority of the regular coal trains on all the branch roads were taken off, and as a result hundreds of employes were thrown out of work. The resumption of regular trains will give work to those laid off, as well as to a large number in addition.

O. W. Kennedy, of Uniontown, Pa., has been spending a number of days in Pittsburg this week. Mr. Kennedy was formerly superintendent of the H. C. Frick Coke Co., with headquarters at Scottdale. A few years ago he went into business for himself and is now interested in coal properties in various states. He is a leading Democrat of Fayette county, and was a candidate for Congress against A. F. Cooper, the present representative from the twenty-third district.

One of the largest contracts ever let by an independent coke company has just been given by the Thompson-Connellsville Coke Co. to John R. Bennett, of Fairmont, who is to build two plants, each of 400 ovens, near the Oriental and Republic works in Redstone and Luzerne townships, where the company owns 1,600 acres of the nine-foot Pittsburg vein. One hundred ovens are to be built at each plant before January first, 1907. Contracts have also been let for two shafts and for about three miles of railroad. The officers of the company are Charles Donnelly, of Pitts-

burg, president; A. A. Thompson, Uniontown, vice-president and treasurer; J. P. Brennen, Scottdale, general manager, and W. G. Rock, Pittsburg, secretary.

Claiming that the company is insolvent and that its officers and directors are missing, W. P. Elder, of the Blythe-Elder Coal Co., has filed a petition in common pleas court, asking that a receiver be appointed for the Pittsburg Building, Furnace & Fire Brick Co. After a brief hearing E. D. Riddle was named as receiver. Mr. Riddle was also appointed receiver for the Colonial Gas Coal Co. and the Amityville-Youghiogheny Coal & Coke Co., which, it is alleged, are also insolvent.

A prominent manufacturer of mining supplies says: "I would like to see a coal or coke producer that is not making stacks of money." A large producer of both coal and coke said this week to the writer, "We are not making money, in the strict sense of that statement. We are merely evening up matters, and trying to get square with former losses." If observation is of any value at all, every one engaged in the coal and coke or allied interests is prosperous in the Pittsburg district at the present time.

Fire broke out mysteriously on the morning of the twenty-seventh of July among a group of houses owned by the Pittsburg Plate Glass Co., located at Creighton, Pa. A number of the houses were burned, but no one was injured. The miners employed by the Pittsburg Plate Glass Co. at their different mines are out on strike, and it is reported that the houses were fired by some of the men. It is said, also, that an unsuccessful attempt to burn the houses of the company was made some time ago by workmen evicted from the dwellings.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, August 2.

Taken as a whole, the Cincinnati market is probably a little quieter this week than it has been for several weeks, and yet the demand for certain grades of coal is already greater than the supply, and the mines are sold for several weeks ahead. Pocahontas and New River lump and egg are moving in the most satisfactory manner, and although the price of this fuel has been \$1.50 a ton all along, a number of concerns have been booking orders during the week at \$1.75, with the understanding that any business not filled by the first of September will be canceled on that date, with the probability of higher prices at that time. During the week the first real complaint about cars has arisen. On the Norfolk & Western railroad a number of large operations were compelled to shut down two and three days out of the past six days, and the end of the trouble is not in sight by any means. The Chesapeake & Ohio railroad has thus far given pretty fair service, though here and there a loud complaint is heard already of a serious shortage of cars. Nut and slack is still easy, though it is not a drug on the market by any means, and is moving freely at sixty cents a ton at the mines for very ordinary grades, and up to eighty cents a ton at the mines for extra qualities.

#### Domestic Sizes in Moderate Demand.

The demand for domestic lump coal is only moderate at this time, though the market is firm, and there is no indication of any responsible concerns shading present prices to get business. Splint lump of fair quality is worth \$1.40 a ton at the mines, and a number of producing companies are asking, and a few are getting, \$1.50 a ton at the mines for standard and extra quality lump coal. Run-of-mine is in fair demand, with most reported sales at a dollar a ton at the mines. A few sales companies are quoting as high as \$1.15 a ton for gas run-of-mine, and on the other hand there are always a few unfortunates who do not seem able to get a market price for their product and they are selling at 90 and 95 cents a ton at the mines. War Eagle coal is worth \$1.50 a ton at the mines for lump and egg, \$1.40 for nut, \$1.10 for run-of-mine and 80 cents for nut and

slack. Ohio lump of standard quality is worth \$1.60 a ton at the mines.

#### Retail Trade Is Very Prosperous.

The retail trade of the city is in first-class condition, with the majority of the dealers hauling about all the coal they can conveniently handle without hiring extra teams. In this respect this year's business is exactly like that of last year, when the largest July and August business ever known was done. Prices are unchanged, anthracite selling at \$7.50 a ton, delivered, to families; Pocahontas and New River, \$4.00; Pittsburg, Kanawha, Thacker, etc., \$3.25. Nut and slack ranges from \$1.90 a ton to \$2.25, the high price being for smokeless screenings. Gas coke is worth nine and ten cents a bushel, delivered.

The river coal market remains quite firm, as might be expected, with the river again too low for shipments from headwaters, and with only a very moderate stock of coal afloat. Pittsburg is quoted at seven to eight cents a bushel for lump, and Kanawha at about the same figures. Nut and slack is scarce at five to six cents a bushel afloat in barges. A casual survey of the Cincinnati harbor shows that there is a much smaller stock of river coal on hand than most interested persons have been estimating, though at this time it is impossible to give a close estimate. The Pittsburg interests have comparatively the smallest stock, while certain Kanawha shippers are fairly well supplied. It will be remembered, however, as an offset to the small supply of coal afloat, that nearly all the river coal yards are full of coal that was yarded last year, and never touched at all last winter. Notwithstanding this, there is no reason to expect any low-priced river coal for the balance of the season.

#### NEWS NOTES AND PERSONALS.

G. S. Calder, secretary of the Damascus Coal Co., is busy at the mines, whose output is sold by the Damascus Coal Co.

Robert P. Gillham, general manager of the Campbells Creek Coal Co., returned Monday from a two weeks' stay at Mudlavia Springs, Ind.

W. C. Phillips, of the W. C. Phillips Coal Co., Chicago, spent a day or two here the latter part of last week looking up coal for future shipments.

J. C. Wheeler, vice-president and general manager of the Southern West Virginia Coal Co., is just back from a trip to the mines in West Virginia.

C. S. Leshner, secretary and treasurer of the Southern West Virginia Coal Co., left Saturday evening for Ottawa Beach, Mich., where his family is spending their vacation. He expected to be gone only a few days.

The board of managers of the Ohio state reformatory, at Mansfield, Ohio, are advertising for bids for coal, and will open the bids on the twenty-second of August. Bids will be received for run-of-mine, nut, and nut and slack, and the reformatory scales will govern the weights. Fred S. Marquis, Mansfield, Ohio, is the secretary of the board.

W. P. Slaughter, vice-president and general manager of the Glen Alum Fuel Co., is away on his vacation. He intended some time ago to go to Atlantic City, but later decided to spend his vacation in some secluded spot where there is some fishing. He left no mail or telegraph address, and he will come back when he feels like it. In the meantime, Glen Alum is pretty well sold up.

George W. Theis, vice-president and general manager of the Monongahela River Consolidated Coal & Coke Co., Pittsburg, was here for a day or two the latter part of last week. Mr. Theis was on his way south to look after the extensive interests of his mammoth company. Mr. Theis is well known in Cincinnati, where he made many friends in the old days before the "combine" was formed.

Capt. James P. Jackson, an old-time river steamboat captain and a heavy steamboat owner, now located at Georgetown, Ky., where he owns the city water works, gas works, and a few more things, was a visitor on 'change Wednesday, where he was warmly greeted by a number of old friends. Captain Jackson is also the principal coal dealer in Georgetown, although the coal business is his smallest interest.

Col. Charles H. Bohmer, Louisville, Ky., one of the most valued men in the employ of the Monongahela River Consolidated Coal & Coke



Co., stopped over between trains a few days ago on his way from Pittsburg to Louisville, and mingled with his old friends on 'change. Mr. Bohmer has a general executive position with the River Coal company and is one of the busiest men in the company. He was a very welcome visitor here.

C. R. Hinsch, president of the Hinsch Coal & Coke Co., which, since its sale of its retail business to the Cincinnati Gas Coke Coal & Mining Co., is devoting its energies to the pushing of a large and growing wholesale coal trade, has gone to the mines for a week or two to look after his interests at that end of the line.

The Black Mountain Collieries Co. has just been incorporated at Richmond, Va., with a capital stock of \$250,000. James M. Barr, formerly president of the Seaboard Air Line, is president of the new company; Frank C. Wright, associated with Rogers, Brown & Co., Cincinnati, is secretary and treasurer, and W. A. Garrett, general manager of the Cincinnati Southern railroad, is a director. The company has been acquiring coal properties for some time, and now holds some very valuable lands. It is reported that

openings will be made at once, and that mining operations will be prosecuted on a gigantic scale.

George M. Halm, as noted several weeks ago in THE BLACK DIAMOND, is preparing to leave Cincinnati permanently, having sold out all his coal interests in this city, and will in the future make his home in Arizona, where he has purchased a \$70,000 ranch. Mr. Halm leaves the Queen City with the best wishes of a large number of friends. He has just sold his handsome home in Clifton to Frank Sternberger, a brother of M. L. Sternberger, the well known Jackson coal man.

Harry R. Mather, manager of the Cincinnati office of Castner, Curran & Bullitt, returned home Friday after having spent six weeks or two months abroad. Mr. Mather was accompanied on his trip by his friend Barrett, of the Philadelphia office of the same concern, and his trip was one continual round of pleasure and delightful sight-seeing. Mr. Mather had not had a vacation for a long time, and the trip did him a world of good physically. He is now the picture of health and he says he is again ready to buckle down to hard work and enjoy it.

## The Coal Trade in Indiana.

INDIANAPOLIS, August 2.—(*Special Correspondence*).—The white dove of peace again hovers over the Indiana coal field, but its presence there is again due to the willingness of the operators to concede a point rather than disturb the trade.

The prolonged trouble over the slate question that threatened a suspension in the entire field controlled by the members of the operators' association, has been settled by a return to the conditions of the old contract which provided that the matter of the removal of slate should be governed by local conditions at the mines.

There is no doubt but that the miners backed down from the attitude they assumed during the Terre Haute wage conference where the scale of 1903 was restored after a long discussion. The trouble was that the agreement relative to the removal of slate was not put in writing so the miners could not have backed out of it.

Although the operators have agreed to abide by the old agreement, they are insistent that the miners did agree, or at least convey openly the impression at the wage conference that they would remove a reasonable amount of slate.

It turned out soon after work was resumed that the miners themselves expected to be permitted to determine what was a reasonable amount. Any attempt on the part of the operators to say what amount should be removed was resented and the old strike methods were

resorted to by the miners to gain their point. Rather than bring about another general strike, the operators finally agreed that the former conditions as to slate should be resumed. The men who were out in the Linton field have returned to work and to all appearances peace exists and there is no immediate prospect of another rupture.

The executive board of the miners is in session here with President Mitchell. It is considering a number of important matters, as there are several localities in which the union is in serious trouble. Nothing is given out from the inside, however, as to what is being done by the board.

Most of the mines are being operated on a summer schedule. The intense hot weather has lessened the demand for coal, as many factories have closed down until September. There is less activity than usual at this time of the year in general lines of business and the coal trade has been very materially affected. However, it is about as good here and throughout the state as could be expected under the conditions and at this time of the year. Prices are fairly steady and there is not a very marked disposition to shade prices at the mines in order to get business.

Many of the dealers say they have already landed enough contracts to insure them a fine trade next winter. In fact, it is the general impression among members of the trade that if the weather conditions are favorable next winter will be one of the best they have enjoyed for some time.

## The Missouri River Coal Trade.

KANSAS CITY, Mo., August 2.—(*Special Correspondence*).—Probably the most interesting bit of news this week is the announcement that a meeting of the commission to settle disputes between coal operators and miners in the Novinger district in Missouri will be held soon in the Kansas City office of the Southwestern Coal Operators' Association. Nearly 2,000 miners are still out of employment in southwest Missouri because three mining companies say they can not mine coal and sell it at a profit under the scale made in Kansas City in June. The companies that refuse to start their mines are the Rombauer Coal Co., the Great Northern Fuel Co. and the Connellsville Coal & Coke Co. The last named is controlled by John W. Gates. Mines in the district controlled by John C. Tarsney, of this city, are in operation now, but Mr. Tarsney had a sliding-scale contract. Coal in thinner at Novinger than at most of the mines in Missouri and a multitude of causes has made the field a hard one to operate. There are quite a few

points in controversy, and the commission will undertake the task of settling them.

### Higher Retail Prices to Prevail.

Coal dealers in Kansas City have begun to intimate that the prices here next winter will be higher than the domestic user has been asked to pay in years. Contracts that dealers are now making with some of their regular customers for delivery of coal through the winter establishes beyond question the fact that the prices will be some higher. For semi-anthracite the prices the dealers have named are fifteen per cent higher than they were last year, and bituminous coal prices have advanced about ten per cent. At a special meeting of the board of education here the other night the contract for the coal supply for the school year was awarded to the Central Coal & Coke Co. This contract shows that it will cost Kansas City schools between \$5,000 and \$6,000 more this year for coal than last year. The successful company bid 20 1-5

cents per bushel for semi-anthracite, which is 3 1-5 cents per bushel more than was paid last year. Reduced to tons the bid was \$5.25, as against \$4.25 last year, or about twenty-five per cent increase. It is estimated that about 500,000 bushels will be used during the year. A bid of \$3.10 per ton was made for Camden coal, but none of this has been used before. The Fidelity Coal Co. bid 20 cents straight on semi-anthracite and the Gray-Bryan Co. bid 19 3-5, but the latter bid was conditioned on the freight rates from Arkansas.

"The business of supplying the schools with coal is a sort of specialty," W. C. Perry, vice-president of the Central Coal & Coke Co., said yesterday. "No matter if we should encounter a shortage of cars on account of adverse conditions at the mines, this contract must be carried out and the schools kept going. That is one reason for the higher rates named in the bids submitted to the schools."

"What bearing will the increase in the price of steam coal have on the rates to be charged domestic users?" Mr. Perry was asked.

"Now, of course I can't see into the future," he replied, "but I have no doubt that the domestic rates will be correspondingly higher. It is only natural that they should. It's our turn to make a little money now."

Word has been received in Kansas City that a strike is imminent in the mines at Henrietta, Creek Nation, Indian Territory. This is a semi-anthracite district and the miners want a raise of two and one half cents a ton. These miners are among those who agreed to abide by the terms of the settlement of the strike. More than four hundred men are employed in the district. The mines are owned by Cameron & Co., the Henrietta Coal Co., the Whitehead Coal Co. and the Wise Coal Co.

The lower house of the Kansas City council on July twenty-ninth passed an ordinance giving a franchise to a natural gas company to supply Kansas City with gas at the rate of twenty-five cents per thousand cubic feet to domestic users and ten cents to manufacturers. However, the ordinance was so heavily loaded with amendments that it is very doubtful whether the grantees will accept the franchise. The name of the mysterious party who has agreed to finance the franchise, if accepted, has at last been divulged. It is the Royal Trust Co., of Chicago, a concern which is financially capable of supplying the city with natural gas.

A. P. King, manager of the Home-Riverside mines of Leavenworth, Kas., was in the city, yesterday. He reported business unusually slack. The demand for coal, he said, is not as strong as it was this time last summer.

### The Detroit Coal Trade.

DETROIT, Mich., August 2.—(*Special Correspondence*).—Considerable coal has been coming in here of late from the smaller mines on consignment and this fact has had the tendency to make the market soft, but it does not affect the big operators who are getting orders right along and looking after their old customers. Agents of the large companies, however, are not reaching out very much for more business, feeling confident that good times are coming when there will be a great rush of orders and increase over present prices.

Contracts are being signed today at all the way from twenty to thirty cents in advance of last year's prices, and prices generally today are better than they were last week. A week ago West Virginia run-of-mine could be bought for eighty cents; today it is quoted at ninety cents.

A representative of one of the largest concerns in the country is very optimistic and gives the following reasons for the faith that is in him: "In the first place we have had a great deal of coal out of the market; and in the second place, consumption has increased materially. There is a car embargo on the Chesapeake & Ohio and Norfolk & Western roads, on account of the fact that so many cars are tied up at the lakes, and this alone cuts off the shipments about fifty per cent. And what is an additional reason for increased scarcity and consequent high prices is the further fact that the shortage still continues. There is not nearly as much surplus in sight today as there was some time ago, for the stocks of big consumers are rapidly dimin-



ishing, as is shown by the many inquiries of late. In my opinion there is nothing that can prevent an almost unprecedented demand for bituminous coal within the next four weeks."

#### Car Shortage Confronts Anthracite Trade.

The same situation confronts the anthracite trade, according to a representative of one of the large companies. He says: "This morning (Wednesday) I talked with our general manager at Buffalo over the telephone and he told me to warn the trade that box cars are getting very scarce and to tell our customers they would better lay in their coal supply during August if they don't want to be left. The anticipated shortage of cars is becoming more evident. The cause for the arrival ahead of time of this distressing condition is easily seen. Western grain men, knowing that when the new and unprecedentedly large wheat crop is threshed, the elevators will be crowded to overflowing, are evidently shipping what they now have on hand to the east, to make room for the new crop. This year, they tell us, the grain shippers will require twice as many cars as were required last year. But there is another situation which will affect Michigan especially. The sugar beet crop this year is the greatest in its history and the bituminous

coal dealers are already feeling the effects of that state of affairs, for some of the Michigan railroads are even now beginning to hang on to empties in anticipation of the great demand for cars to remove the beets to the market. However, the majority of anthracite dealers are well supplied with coal and the smaller dealers are beginning to lay in their stocks."

#### GENERAL AND PERSONAL NOTES.

C. J. Andrews, Detroit agent of the Sunday Creek Coal Co., who has been ill with typhoid fever, is improving slowly.

Neil W. Snow, agent for the New Pittsburgh Coal Co., has gone up the lakes to Au Sable in the interests of his company.

The Lehigh Valley railroad has laid an embargo on box cars west of Buffalo, except those intended for shipment into Canada.

C. C. Card, who for the past five years has been in charge of the Detroit sales department of the A. Y. Malcomson Co., has resigned his position to become manager of the International Combustion Co., with headquarters at Buffalo. This is a corporation organized by Mark Packard, of Buffalo, the well known operator. Mr. Card's successor has not yet been appointed.

## Mining News from West Virginia.

WHEELING, W. VA., August 2.—(*Special Correspondence*.)—The settlement of the strike at the Wheeling conference has been followed by a booming coal industry on both sides of the Ohio river in this immediate vicinity, although the West Virginia territory affected included only the Panhandle district and not many important mines at that. By the end of the present week, or ten days at the furthest, every mine in this section will be working. Preparations to this end are being pushed to the limit.

The slowness of the lake trade continues to excite comment, and the opinion is expressed that many of the dock companies will be caught short. A number of them are now up against an embarrassing situation with orders unfilled which should have been cared for weeks ago. The Ohio river valley operators will make a hard effort to make up for lost time. The Wabash, Baltimore & Ohio and Pennsylvania railroads, hauling to Cleveland and other lake points from this territory, threaten to be oppressed by too much coal in a short time, for just at present the car supply is only fair.

Prices are but little better than they were at this period last year. When it is considered that the Ohio field has been virtually tied up for four months, it is surprising that better prices do not prevail and that there is not a more insistent demand for coal from new sources. Very little new business has come to West Virginia by reason of the strike in the adjoining state and local operators are puzzled to know where the actual wants have been supplied. They can account for it only on the theory that large consumers were pretty well stocked up in advance.

The Highland Coal Co. has been organized, with a \$200,000 capitalization, by J. C. McKinley, N. C. Hubbard, Dr. S. A. Haning and others of this city, who are already interested in several mines near Wheeling on both sides of the river. They have purchased the property of the Manufacturers' Fuel Co., at Glencoe, Ohio, consisting of two mines, about 5,600 acres of land and 122 miners' dwellings. This property was once owned by Henry E. Weaver and associates of Chicago. The daily production runs from 1,500 to 2,000 tons, and Mr. McKinley says that the property will be developed extensively, both for railroad fuel and commercial coal. About 400 miners will be employed as soon as certain improvements are made.

The only other West Virginia incorporation organized recently is the Cleveland Coal & Coke Co., of Roanoke, Lewis county, by Morgantown men. This is an untried field, and it is probable the promoters will conduct a speculative enterprise.

A boom in coal lands has struck Braxton county since the Coal & Coke railroad was extended into that section. The Davis and Elkins

interests have already constructed a coke plant at Gassaway, in that county, and coal lands have jumped from eight to twenty-five dollars an acre in a twinkling. Uniontown, Pa., persons are active in the field.

The Marsh Fork Coal Co., which already has options on 500 acres in Raleigh county, is negotiating for 1,500 acres more. The company is a Pennsylvania concern and it will develop the property.

The Coal River railroad, a new line, is being extended up Marsh Fork as fast as the grading can be done and the tracks can be laid, and following its completion active development is due on the tributary holdings of companies which are patiently awaiting the railroad's construction.

William Moore is opening a new mine near Clarksburg, and he intends to install modern equipment throughout, but his trade will be principally local.

A reliable report has it that the Washington Coal & Coke Co., a Pennsylvania corporation, which owns sixty thousand undeveloped acres across the West Virginia line in Monongalia county, will build a railroad from near Uniontown, Pa., to reach those lands. The Cochran, of Uniontown, the Pittsburg & Lake Erie and Senator Elkins are said to be interested, and there is very little doubt but that the project will be consummated in the course of time, as the lands are too valuable to lie idle.

The United Mine Workers have purchased land to establish headquarters at Scarboro, in the New River region, and they are reported to have expended \$35,000 for this purpose. They have encountered difficulties in getting headquarters heretofore because of available land and buildings being owned in all the mining centers by the coal companies. Their move is taken to mean their intention to continue their desperate campaign to organize the New River field.

The campaign to tax everything in sight belonging to coal companies was reflected a few days ago when State Tax Commissioner Dillon instituted proceedings to assess \$50,000 worth of stock of the Pocahontas Consolidated Coal Co., held in a McDowell county bank. The tax crusade against coal enterprises is creating serious complications and the end is not in sight for a controversy that has raged now for fully two years.

N. R. Hatfield, aged nineteen, and superintendent of the Walnut Hills and Cincinnati Mining Co., of Naugatuck, is the youngest mine superintendent in West Virginia, and it is a question whether there is a younger in the country. Mr. Hatfield is also a good superintendent.

C. J. Wittenberg, of New York, president of the Crab Orchard Improvement Co., has been in the New River region looking over his extensive coal holdings, and found them in good shape.

### The Hocking Valley Trade.

CLEVELAND, August 2.—(*Special Correspondence*.)—Everything is on the move in eastern Ohio this week and operators expect to have coal moving up the lakes within a very short time. The settlement reached at Wheeling last Saturday was not just what the operators desired, but at the same time it contained features for which they had been contending. The greatest coup perhaps is the agreement of the miners to take off the two cents that operators have been paying on the machine scale above other districts since machines were introduced in that territory, at the end of the present contract or when the next one is made two years from this time. The operators were very anxious to have this matter adjusted when the present contract was made, but the prospects of a settlement under those conditions seemed remote, as the men were unwilling to grant the scale demanded. The operators also secured a reduction in the yardage prices. While the concessions are not large, they will eventually amount to something.

All the mines, about seventy-five in number, will operate under this agreement. Those who had an idea that a settlement with the United States Coal Co. would be difficult, because of the trouble that had been experienced in endeavoring to operate the mines upon a non-union basis, were disappointed. All the mines of the company will be put in operation and the men who have been working under the non-union arrangement may become members of the organization if they desire. This is true of all the other mines that were operated with non-union men.

This completes the settlements in all sections of the state with the exception of the Massillon and Coshocton districts. It is expected that these two districts will be taken up at once, but whether much trouble will be experienced in reaching a settlement remains to be seen. The conference called in the Massillon district some time ago disagreed on several different points and seemingly the two sides were further apart than before the meeting was held. The settlement in other districts will possibly have some influence on the men at Massillon and render a settlement easier to make.

#### Ohio Strike Almost Fruitless of Results.

Taken as a whole the gains made were not worth the time lost to either the miners or the operators. In fact, the loss to the miners can not be made up in the two years of their contract at the advance they have secured, no matter what conditions may exist. Operators, of course, lost heavily in some ways, but many of them were able to secure coal to fill their orders and they made their contracts the same as if their mines had been running. While their margins may have been reduced to a considerable extent by having to purchase the coal, they kept their business and made something from it. Now they can complete deliveries from their own mines. And in this connection it may be said that all the coal that was delivered in place of their own was of as good and in many instances a better grade than the eastern Ohio field produces. Buyers did not lose anything by accepting the coal that has taken the place of the product of the idle mines.

The statement has been made that coal shippers will now have a rather serious time in securing vessel tonnage, since the mines are now all in operation. While some have supplied their contracts and orders, as stated above, it is known that many of the smaller producers have not done much. These operators will endeavor to push up as much of their product as possible in connection with the regular tonnage that has been taken care of, and the consequence will be a shortage for a time. Shippers have had a hard time securing small boats and some have paid an advance of ten cents to Lake Michigan points, making the rate fifty cents instead of forty, as at the beginning of the season. The strength of the ore trade is such that many of the large carriers have preferred to go up light rather than wait for coal cargoes and run the risk of their being discharged at once when they arrive at the docks. But there has not been as much trouble among shippers who can use this class of vessels as with the smaller ones.



## Western General and Personal Notes.

H. C. Adams, of the Jones & Adams Coal Co., Chicago, is enjoying a week's rest and recreation at South Haven, Mich.

H. H. Heiner, of Columbus, Ohio, vice-president of the Sunday Creek Co., was in Chicago Wednesday and Thursday on official business of the company.

Joseph Leiter, president of the Zeigler Coal Co., left on Wednesday of this week on an European trip. He expects to return about October first.

George Gregory, of Marshalltown, Iowa, was a Chicago visitor this week. He says the retail trade is in good shape in his vicinity and the dealers expect a good season's business.

F. C. Bryan, St. Paul, Minn., vice-president of the St. Paul & Western Coal Co., was in Chicago Wednesday and Thursday of this week attending to business interests of the company.

Frederick Bowman, of Racine, Wis., has been made manager of the J. W. Dempsey Coal Co., of that city, formerly the Clancy Coal Co., whose plant is located on the corner of Dodge and Chatham streets.

The Vandalia Coal Co. has decided to remove its main offices from Linton to Terre Haute, Ind. John Hewitt, of Linton, the company's general manager, will remain with the company, transferring his residence to Terre Haute.

O. S. Richardson, of O. S. Richardson & Co., Chicago, left for an extended western trip the latter part of last week. He will not return home until toward the last part of August, and during most of his absence will be in Colorado and California.

W. C. Poppe, for the past three years with the Chicago office of the Northwestern Fuel Co., has been appointed city salesman by the Zeigler Coal Co. Mr. Poppe has a host of friends in the trade who wish him every success with his new connection.

The Mississippi Valley Coal Co. is spending a large sum in the erection of a tippie and the making of other extensive repairs and improvements before placing in operation its mine at Smithboro, Ill., on the Vandalia railroad in Bond county. When the work under way is completed the Mississippi Valley Coal Co. will have a mine modern in every respect.

Norman Birkland, secretary and treasurer of the Crescent Coal & Mining Co., Chicago, resigned on August first and expects to leave on a vacation trip in a few days. Mr. Birkland was connected with the Crescent Coal & Mining Co. for the past twenty-three years and his resignation was quite a surprise to the Chicago trade. He has made no plans for the future and coal will not be thought of until he gets a well earned rest.

The Chicago, Burlington & Quincy railroad has completed a survey for the extension of its Centralia-Herrin branch, from Christopher to DuQuoin, Ill. The proposed line is a direct one and taps some of the richest coal areas in southern Illinois. It is semi-officially announced that the Burlington will extend the DuQuoin line to Belleville, where it would connect with the St. Louis & O'Fallon railroad to St. Louis. It is expected that the work on this branch will begin within ten days.

Thos. C. McGrath, one of the prominent citizens of Springfield, Ill., died recently at his home in that city. Death came at the end of several years' suffering from asthma, and was not wholly unexpected by his family and friends. He was born in Tanamqua, Pa., sixty-nine years ago, but for the last twenty-eight years had been a resident of Springfield, where he has held positions of honor and won the respect of a large circle of acquaintances. Mr. McGrath held the office of president of the Capital Coal Co. for a number of years.

E. M. Sands, manager of the Old Colony Coal Co., Chicago, was in Cleveland the early part of the week. He found the leading operators and wholesalers of that city thoroughly wrought up over the situation in the dock business created by the scarcity of vessels, and his statement of

the views which he heard expressed fully confirms the advices contained in our market reports regarding the seriousness of the situation.

The Link Belt Machinery Co. of Chicago has been succeeded by the Link Belt Co., which will operate the plants of the Link Belt Machinery Co. of Chicago, Ewart Manufacturing Co., Indianapolis, and the Link Belt Works at Philadelphia. The officers of the company are: James M. Dodge, of Philadelphia, chairman of board; Charles Piez, of Philadelphia, president; Glenn G. Howe, of Indianapolis, first vice-president; Staunton B. Peck, of Chicago, second vice-president; S. Howard Smith, of Philadelphia, treasurer; P. G. Reid, of Philadelphia, assistant treasurer; Dyke Williams, of Chicago, secretary; Edward H. Burr, of Philadelphia, assistant secretary.

Bids were opened and the contract awarded the first of this week for supplying the Chicago fire department with coal until next year. About ninety engine houses are included in the award which calls for 10,000 to 12,000 tons. Under the contract adequate supplies of coal must be kept constantly in stock at certain specified distributing points in all parts of the city, from which the supply wagons of the department which act as tenders to the engines can readily keep the engines supplied with fuel while in use at fires. The successful bidder was the Miami Coal Co., Old Colony Building, Chicago, which secured the contract on a basis of \$6.75 to \$7.00 for anthracite and \$3.30 for West Virginia bituminous coal.

The Chicago, Wilmington & Vermillion Coal Co., of Chicago, has decided to abandon its mine at Heenanville, Ill. The mine is by no means worked out, but for several reasons the company has decided to close the property. The shaft was unfortunately located from the start, being on the outskirts of the property, and constructed in such a way as to interfere to a considerable extent with profitable working. There are but few houses in the vicinity of the mine and most of the men were obliged to live in Streeter and go back and forth by train, which made it difficult at times to secure a sufficient working force. The Heenanville shaft was opened about thirteen years ago and has given employment to as many as 200 men.

The work of sinking a shaft at the East Hulman Coal Co. mine, two miles east of Terre Haute, Ind., on the Hulman road, is nearly completed and H. A. Schmidt, the president of the company, says that the mine will soon be ready for business. Mr. Schmidt thinks that with the opening of this mine it will be demonstrated that the land east of the city is a very rich coal district. Several attempts have been made to sink mines in the district southeast of Terre Haute, but all have failed on account of the quicksand. It is said that there is a thick layer of quicksand and it has always been impossible to get beyond this into the coal vein. For this reason several proposed mines have been failures. J. A. Greenwood, secretary of the East Hulman Co., has had charge of the work of sinking the shaft, and it is said that he has invented a way of overcoming the difficulty caused by the quicksand. The company is incorporated for \$10,000.

The United Coal Mining Co., of which C. M. Moderwell, of C. M. Moderwell & Co., Chicago, is president, and Harold C. Eldridge, of the Eldridge Coal Co., is vice-president, is making fine progress in the development of its new mine at Christopher, in Franklin county, Illinois. The shaft is considerably larger than is usually constructed and is already down 450 feet. It is expected that it will be completely through the coal and finished at a depth of about 500 feet within the next two or three weeks. The material is already on the ground for the construction of a steel tippie and the equipment will be of the most modern description in every respect. It is intended that the mine shall have at the start a hoisting capacity of 2,500 tons daily. With a ten-foot vein of the best quality of Franklin county coal and with ample shipping facilities

over the Illinois Central and Chicago, Burlington & Quincy railroads, which cross the company's property, a successful future for the United Coal Mining Co. should be assured.

Some of the mines at Seelyville, Ind., have been obliged to shut down temporarily because of the building of the new line of the Vandalia railroad across the coal lands and over the mine workings. All railroads object to coal being mined from beneath the tracks, fearing cave-ins which might cause wrecks. The mines affected have had to stop all entries and rooms going under the track, throwing a large number of men out of employment. The companies will not be obliged to lose the coal along the opposite side of the track from their tipples, but will be permitted to retain one entry under the track from which other entries may be driven after getting beyond the right-of-way of the railroad. By a special dispensation granted by the officials of the United Mine Workers the companies will be permitted to work their miners double, to hasten the work of putting the mines into shape for regular operation, this action having been taken in order that the miners may not have to be without employment any longer than necessary.

The annual award of its coal contract by the International Harvester Co., Chicago, always arouses the interest of western operators and jobbers, an interest which has been heightened the present season by the unusually late date on which the contract was let. For the supplying of some of the plants of the company at scattered points throughout the country contracts amounting in the aggregate to about 100,000 tons have been let elsewhere, but the final contracts amounting to over a quarter of a million tons have been awarded in Chicago this week. The successful bidders were the Miami Coal Co., O'Gara Coal Co., Eldridge Coal Co., C. M. Moderwell & Co., Peabody Coal Co., and the Central Coal & Coke Co. This contract is for Illinois and Indiana screenings and run-of-mine, and it is understood that the tonnage is divided approximately evenly among the five companies. The prices at which the award was made have not been made public, but it is understood that they were figured on a very close basis. The supply of duff coal is not included in the contracts, as it has been found by experience to be more satisfactory to buy this on the open market.

The twenty-fourth annual report of the Illinois Bureau of Labor Statistics on coal mining in that state contains many interesting facts.

Fifty-six of the counties of Illinois produced coal during the year ending with June thirtieth, 1905, and 59,230 persons were employed in getting out the 37,183,374 tons of coal which the mines produced that year.

Of this quantity 8,202,066 tons were taken out by mining machines and 28,981,308 tons by hand. There were 990 mines and openings of all kinds, but only 397 shipping or commercial mines, the others being worked only for local supplies.

The number of tons shipped was 31,667,073 and the tons supplied to locomotives at the mines nearly 1,200,000. Nearly 1,000,000 kegs of powder were used in blasting the coal. One hundred and ninety-nine miners lost their lives by accident and 535 were injured badly enough to be kept from work a month or longer. The wives made widows numbered 102, and the children made fatherless 231.

The value of the coal at the shipping mines averaged \$1.02 a ton, or about four cents a bushel. The output of the shipping mines was 19,257,682 tons in 1893. In 1905 it was 35,956,543 tons, a gain of nearly 17,000,000 tons, or eighty-seven per cent.

The increase of the Illinois coal output has been steady during the last eight years. Beginning with 1898 there has been a regular annual increase in the number of men employed and in the quantity of coal taken out.

This increase is likely to continue at an accelerated rate, for with cheap coal close at hand and every other natural advantage the manufacturing industries of Missouri, Illinois and Indiana must surely grow by leaps and bounds during the coming years.







## End of the Strike in Eastern Ohio.

The four months' strike is ended in the fifth Ohio sub-district, comprising the Pittsburgh No. 8 vein in Belmont, Harrison and Jefferson counties in Ohio, and the less important mines located in the Panhandle of West Virginia.

The joint scale committee of operators and miners met in Wheeling, W. Va., on Wednesday of last week in what proved to be the last of the long series of conferences for the purpose of arriving at a basis of agreement which would end the idleness of a large group of important mines, and of eight thousand miners, and at the same time put an end to the strife and bloodshed which has disgraced Ohio for several months.

The first session gave little promise of any conclusion being reached, as neither side showed any signs of receding from the respective positions assumed by them at the previous conferences. The larger body having failed to accomplish anything, it was decided to refer the remaining questions at issue to a sub-scale committee of three from each side. The following members were chosen for this committee: On the part of the operators, F. M. Osborne of the Youghiogheny & Ohio Coal Co., J. J. Robey of the Robey Coal Co., and L. Hornickel of the Wheeling & Lake Erie Coal Mining Co.; on the part of the miners, National Vice-President T. Z. Lewis, State President W. H. Green, and Sub-District President A. R. Watkins.

The long Wednesday session of the sub-committee was fruitless, but about noon on Thursday an agreement was reached, the operators accepting the contention of the miners for the

disputed two cents on machine mining, but gaining a pledge that this shall be eliminated in the next agreement. The general committee at once assembled and after a thorough discussion of the proposed terms adopted the report.

Although this was a far greater advance than any which had been made at any of the previous conferences, failure was only narrowly averted. As is usually the case with a compromise, neither side was satisfied. In the operators' convention there were strenuous objections to some of the concessions, but the scale was finally adopted on Thursday afternoon. In the miners' convention the struggle was much more prolonged, continuing till nearly midnight and then adjourning till morning without final action. On Friday, however, the scale was accepted by the miners and formally signed by the representatives of the two bodies.

The full text of the agreement is given on page 34 of this issue of THE BLACK DIAMOND. The scale will remain in force until April first, 1908, expiring at the same time with the Pittsburgh scale. After that date the scale in the fifth Ohio district is to be governed by the action of the operators and miners of the Pittsburgh district, thus doing away with the differential which the latter district enjoys under the scales now in force. All the operators of the district join in the agreement, including the United States Coal Co., which had announced its intention of operating on a non-union or open-shop basis.

## Pittsburgh Coal Co.'s Statement.

Showing a prosperity scarcely to be expected, even in these prosperous times, the statement of productions and earnings of the Pittsburgh Coal Co. for the six months ended June thirtieth demonstrates improvement in the condition of the corporation when compared with its operations and results a year ago.

The report was promised at the last meeting, and it has been expected for several weeks, but officials of the company were not able to give it as completely as desired, because of delay in receiving certain data from the northwest.

Since the dividend was passed the company's affairs have attracted wide attention, but it has been known for some time that its business was improving. It is also understood that recent contracts have been taken at increased prices and economies have been introduced that will be of material benefit to the company.

The report shows a decided improvement when compared with the figures for the first six months of 1905, with a net gain in earnings for the six months of \$331,103.27.

The tonnage mined for the six months was 8,236,390, as against 6,075,946 tons for the same period in 1905. This is an increase in production of 2,160,444 tons. In the Hocking district the tonnage mined for the same period was 653,137 tons, against 556,479 tons for 1905, or a gain of 96,658 tons. The coke production of the company was 214,658 tons, against 168,236 tons in 1905, or a gain of 46,422 tons.

The gross earnings of the company for the six months were \$2,384,422.32, as against \$1,475,732.62, or a gain of \$908,689.70. The deduction from this includes allowance for depletions in coal lands, depreciation of plant, and accrued interest on bonds, which leaves a balance as net earnings of \$858,336.73, as against \$527,233.46 for 1905, and leaving the net increase in earnings \$331,103.27.

The most surprising change in the figures for the present year over the corresponding period of 1905 is found in the enormous deductions for depreciation of plant and equipment.

In 1905 the total for six months was only \$63,338.90, while for the first six months of this year the amount marked off for this purpose was \$568,183.60, or over a half million dollars more than for the former period. This depreciation does not include the depletion of coal

lands, which is included in a separate item and amounts to \$369,844.01, as against \$276,060.26, or only \$93,783.75 for the increased tonnage mined.

To offset these larger deductions for plant and coal lands is a showing in favor of the company in bonded interest, which for the first six months of this year was \$21,042.02 less than for the same period of 1905. However, the total is satisfactory to the officials of the company, who feel that the business conditions have been made the most of, and that in the end the showing will redound to the benefit of the stockholders.

The report, which covers the operations of the Pittsburgh Coal Co. and its subsidiary companies, exclusive of the Monongahela River Consolidated Coal & Coke Co., is given herewith in detail. It is signed by M. H. Taylor, president of the company, instead of Francis L. Robbins, the former chairman of the corporation.

### PRODUCTION.

	Six Months Ended June 30, 1906.	Six Months Ended June 30, 1905.	Increase.
Coal—			
Pittsburg district.....	8,236,390	6,075,946	2,160,444
Hocking district (O.)..	653,137	556,479	96,658
Coke—			
Pittsburg district ....	214,658	168,236	46,422

### EARNINGS.

	Six Months Ended June 30, 1906.	Six Months Ended June 30, 1905.	Increase.
Gross earnings....	\$2,384,422.32	\$1,475,732.62	\$908,689.70
Less allowance for depletion of coal lands ....	369,844.01	276,060.26	93,783.75
Less allowance for depreciation of plant and equipment.	568,183.60	63,338.90	504,844.70
Less accrued interest on first mtg. bonds....	588,057.98	609,100.00	*21,042.02
Net earnings....	858,336.73	527,233.46	331,103.27

\*Decrease.

The above surplus is slightly over two and two-thirds per cent on the preferred stock. The accrued dividend for the half year amounts to three and a half per cent. Hence the company has fallen short about five-sixths of one per cent of earning its preferred dividend. The gain

over the same period of last year is practically one per cent on the preferred. It is well known that the latter half of the year normally is the largest in the coal trade. Whether this advantage for the remaining six months has been offset by the abnormal condition of strikes at the plants of competing companies in the year to date remains to be seen. It is probably safe to say, however, that the company will do well if at the end of the year it can show even six per cent earned on the preferred stock. The production of coal shows for the first six months a gain of thirty-three and one-third per cent. The increase in net earnings for the same period is about thirty-eight and a half per cent.

### Little Girl Starts Big Plant.

Harry P. Jones, president of the Big Hill Coal Co., with Mrs. Jones and daughter Blanche, left Cincinnati Tuesday evening in a special car on the Louisville & Nashville railroad to visit the various coal mines in which Mr. Jones is interested along the lines of that road. It was his intention, when he left, to stop at Pineville, Ky., on Thursday, August second, where a fitting celebration of the opening of a great new property, the Blanche mine, has been arranged. It was planned that Miss Blanche Jones, the eldest daughter of Harry P. Jones, would light the fires under the boilers, and later turn on the steam that would start in motion the \$50,000 mining plant that had been named Blanche in honor of this bright and beautiful young girl.

The Blanche mine is located at Blanche, Ky., one mile from Pineville, in the heart of the famous Straight Creek seam of coal. The plant consists of an up-to-date equipment of engines, boilers, generators, fan, etc., and has also a ten-ton motor for hauling the coal. It starts out with one hundred three-room houses, twenty-five four-room houses, store, etc., and is one of the most complete mining plants in the state. While Mr. Jones and his family are on their present trip it is planned that Miss Blanche will remove the first dirt for another coal mine, which will be named the "Ida," in honor of Mr. Jones' youngest daughter. The Blanche mine is just one mile from the Wall-send properties, which Mr. Jones acquired by purchase July ninth of this year. The Wall-send Coal & Coke Co.'s mines are also among the largest in the state of Kentucky. Mr. Jones is now a director in nine mines in Kentucky and Tennessee and the output of all these nine mines is sold through his Big Hill Coal Co., of Cincinnati. Mr. Jones points with considerable pride to the fact that he has made a market in Cincinnati and surrounding territory for this immense tonnage, and it is a good guess that he will sell a great deal more coal here as soon as he gets his present mines opened up to their full capacity. Mr. Jones has one customer in the Miami valley who uses upward of 100,000 tons of coal a year.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows: The usual midsummer dullness prevails in the export coal trade and little business is being completed. Tonnage is also becoming very scarce, and with any increased demand the market will undoubtedly reach a much higher level.

Among the recent charters for coal were two large steamers, one for Baltimore-Vera Cruz and the other for Philadelphia-Tampico, both at \$1.50, and a small boat to load at Norfolk for Curacao at \$1.15, charters paying the foreign port charges.

We would quote freight rates by steamer as follows: \$1.30@1.40 to Havana or Matanzas; \$1.70@1.75 to Cardenas or Sagua; \$1.50@1.55 to Cienfuegos; \$1.55@1.60 to Daiquiri; \$1.60@1.65 to Santiago; \$1.70@1.75 to Colon; \$1.70@1.75 to Port of Spain, Trinidad; \$1.70@1.75 to St. Lucia; \$1.50@1.55 to St. Thomas; \$1.75@1.80 to Barbados; \$1.75 to Kingston; \$1.25@1.30 and p. c. to Curacao; \$2.40@2.50 to Demerara; \$1.75 @1.85 to Bermuda; \$1.50@1.55 to Vera Cruz; \$1.50@1.60 to Tampico; 14s 6d@15s 6d to Buenos Ayres; 15s 6d@16s 6d to Rosario; 14s@15s to Rio; 16s@17s to Santos; 9s@9s 6d to a direct port in the Mediterranean, not east of the west coast of Italy. Spain excluded; \$5.25 and discharged to Manila; \$5.75 to Japanese ports.



# Operations of Mammoth Vein Coal Co., Bussey, Iowa.

By E. C. DeWolfe.

Prominent among coal mining operations in southern central Iowa are those of the Mammoth Vein Coal Co., a few miles northwestward from Bussey, in the southeastern corner of Marion county. This company now operates five mines, three of them actively, and produces an average of fourteen hundred tons daily. It is planned to get a total daily tonnage of twenty-five hundred from all five mines when fully developed.

Under its present organization the company has been in existence a little more than three years. The first working of this property was done in 1901 by the O. K. Coal Co., which, by reorganization and change of name, on April first, 1903, became the Mammoth Vein Coal Co., of which J. A. J. Powers is president and treasurer; W. S. Way, vice-president, and A. E. Hollingsworth, secretary. Mr. Powers is also general superintendent of the company's properties and operations. Fig. 1 shows the surface plant at mine No. 5, which was first opened by the old company in 1901. This is the company's oldest mine and naturally is its largest producer at the present time. The coal here is reached by a shaft forty-two feet deep.

No. 7 mine next was opened by a slope entry into the coal at a point about one and one-half miles from No. 5 mine. At about an equal distance in the opposite direction from No. 5 are Nos. 9, 10 and 11, opened in the order of their numbers. Mines 10 and 11 are respectively drift and slope openings on opposite sides of a valley between the hills, and naturally the product is brought out to one dump. Fig. 7 shows the drift mouth of No. 10 mine, in the distance, at the left; also the dump and the tracks leading to No. 11 mine.

Nicely located about midway between the two groups of mines—Nos. 5 and 7 on the one hand and Nos. 9, 10 and 11 on the other—is the Mam-

moth Vein Coal Co.'s town of Everts, a view of a portion of which appears in Fig. 3. The location and arrangement of the town, and the character of the company's stores and houses give an

frequently used in shipping coal, and many of the devices for box car loading are made in Iowa. At No. 5 mine is installed a Christy box car loader, made by the Christy Box Car Loader Co., of Des Moines, Iowa. This machine is placed in the little house immediately at the left of the tippie, as seen in Fig. 1.

The main power plant is at No. 5 mine. At No. 7 is an independent steam power plant for operating the old rope haul, the ventilating fan, etc. Mines 9 and 10 require no power at all, furnaces being used for ventilation. The hoist and fan at No. 5 are driven by steam, but haulage and lighting at Nos. 5 and 11, as also the fan driving at No. 11, are done by electricity generated in the main power plant at No. 5.

A view of the generating unit is presented in Fig. 2. This is a 200-kw. 6-pole Goodman mining



Fig. 1—Power Plant and Top Works, No. 5 Mine.

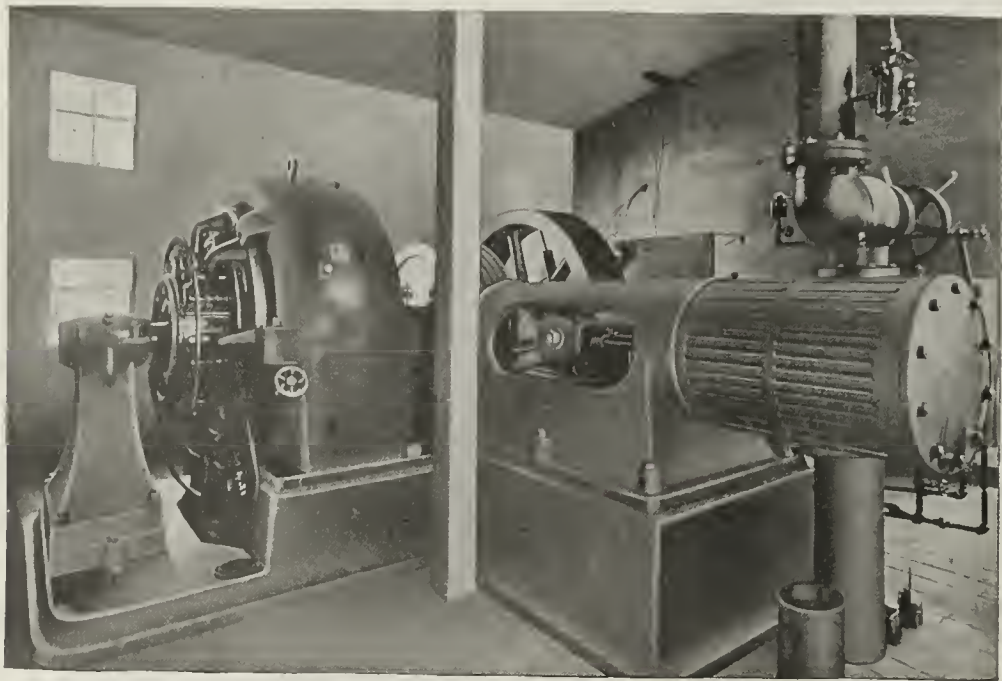


Fig. 2—200-kw. Goodman Direct Connected Generating Unit.

Operation at Nos. 9 and 10 mines has not been pushed, owing to the fact that the coal was found not so thick nor so readily worked as at No. 11. The company has at present under lease somewhat more than three thousand acres of coal lands. The vein varies from four to twelve feet in thickness, and is quite uniform in quality,

impressing of stability and comfort above the average for isolated mining camps. Everts is six miles from a railroad, so far as passenger and general freight service is concerned.

The company's mines are served by branches from the Wabash railroad, which takes a large share of the product for its own use as fuel.



Fig. 3—One-half of the Mammoth Vein Coal Co.'s Town of Everts.

ranking as one of the best grades mined in the state of Iowa. The great variation in thickness of the vein occurs abruptly and unexpectedly, not only among the several mines, but also from place to place in the individual mines.

Other roads, including the Chicago, Milwaukee & St. Paul, take some of the coal, in addition to which some sales are made for commercial and domestic use.

All coal is mined by hand and shipped with-



Fig. 4—Locomotive and Trip of Emp-ties at No. 11 Mine Opening.

generator, directly connected to an engine of which the cylinder is twenty inches in diameter, the stroke is twenty-two inches, and the speed is 180 revolutions per minute.

Current is generated, distributed and used at 250 volts, and is controlled by a completely equipped Goodman switchboard. This board is of blue Vermont marble, in three panels. Only two panels are now in use, one being a generator panel and the other a distributing panel for the haulage and lighting at No. 5 mine and for the transmission line to No. 11 mine. The third panel is for future use, when No. 7 mine shall



have outgrown the capacity and usefulness of the old rope haul still in operation there.

The direct distance from No. 5 mine to No. 11 is about seven thousand feet. Fig. 5 shows the transmission line for carrying power across this distance. The conductor is an aluminum cable, one and one-fourth inches in diameter, well supported on double poles at suitable intervals. The cable is made of ample size, so as to supply the greatest possible overload demands for power, present or future, at mines Nos. 9, 10 and 11, without serious transmission losses.

#### The Haulage System in Use.

Haulage of coal to the shaft bottom from both sides in mine No. 5 and from the mine to the dump at No. 11 is made by installations of the Goodman electric rack rail haulage system. In both cases the third rail acts in the double capacity of a haulage rack and a conductor for the power current. The track gauge in both mines is thirty-six inches, using rails of twelve to forty pounds section, according to the conditions. Pit cars weigh about thirteen hundred pounds and carry about twenty-two hundred pounds of coal, making a gross weight of thirty-five hundred pounds per car.

In No. 5 mine are two B type 80-horsepower

sequently are hilly. On the north side of the mine light grades are encountered in all directions, reaching a maximum in a few hundred

possibilities of traction operation, it is nevertheless true that traction haulage would be uneconomical and impracticable here, unless road-



Fig. 5—1¼-in. Aluminum Cable Carrying Power Current to No. 11 Mine.

feet of six per cent grade against the loads. On the south, grades only as high as three per

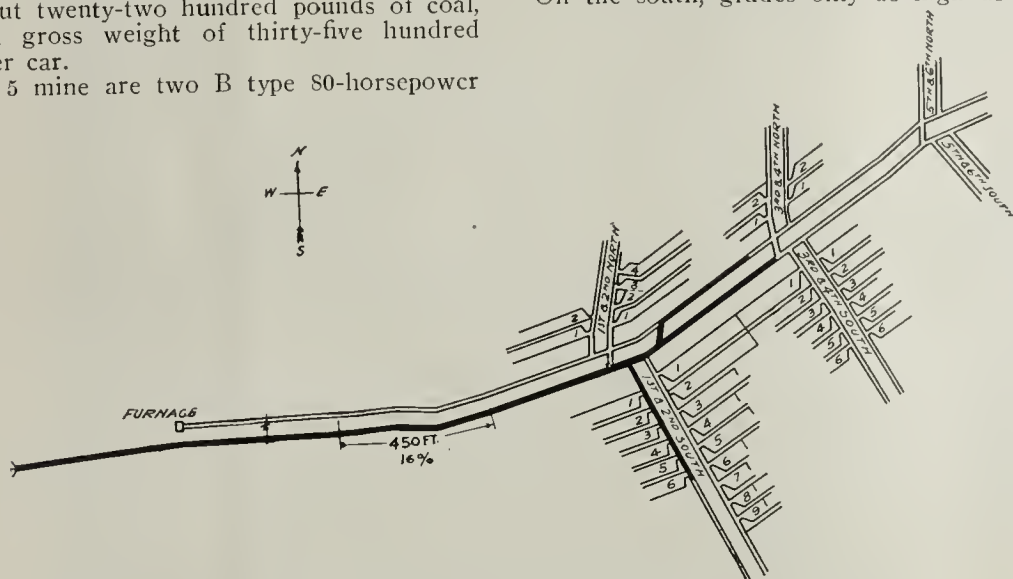


Fig. 6—Outline Map Showing Rack Rail Trackage in Mine No. 5.

Goodman rack rail locomotives, one operating on each side of the bottom, to north and south. The length of rack rail in use aggregates consid-

cent are encountered, both with and against the loads. Mules are used in gathering trips to partings at rack rail terminals, for haulage thence to

ways were graded by brushing and filling in at the dips and taking up bottom on the hills. This can be done only at very great expense and is rendered unnecessary by the ability of the Goodman rack rail haulage system to operate with great facility and high economy over the grades as they occur. With the roadways in this mine, for instance, graded to within the practicability of traction haulage, the length of trip which could be handled would still be comparatively small, even though a heavy locomotive were employed and correspondingly heavy sections used in the track rails.

As a matter of fact, the possibilities of the Goodman rack rail locomotives in No. 5 mine have never really been tested. The question as to how many cars of thirty-five hundred pounds gross weight are hauled by one of these locomotives is met by the answer that they haul "anything they get a hold of." Further questioning brings out the information that twenty cars are commonly handled, that thirty are sometimes secured, and that forty or more would surely be within the capacity of the locomotive.

Considering the average grade as being about four per cent and the total weight of a thirty-car trip as being over fifty-two tons, the performance of one of these eighty-horsepower Goodman rack rail locomotives seems quite remarkable. The



Fig. 7—The Dump at Nos. 10 and 11 Mines—Rack Rail Locomotive Out with Trip of Loads.

erably more than one mile, or approximately six thousand feet.

The coal lies quite unevenly, and roadways con-

the bottom by the Goodman locomotives.

While it can hardly be said that the haulage conditions in No. 5 mine are totally beyond the

explanation is simple, however, and readily understood when we realize how essentially different is the operation of a Goodman rack rail loco-



motive from that of a traction motor. The traction locomotive will slip its wheels when the drawbar pull required to start or move the load exceeds a certain percentage of the weight of the locomotive itself.

The Goodman rack rail locomotive, on the contrary, is absolutely positive in its movement and does not depend at all upon weight for pulling effort, and the load it can draw over any given

as many pounds at a speed of one-half as many feet per minute.

Fig. 8 shows one of the Goodman rack rail locomotives in No. 11 mine, and in Fig. 9 a locomotive is shown bringing a trip of loads to the bottom.

#### Haulage at No. 11 Mine.

At No. 11 mine the main entry is on a slope,

the locomotive and trip of empties around the hill at the mine opening. Above and in the distance appears the fan house, the fan being driven by an electric motor deriving its power, as do the haulage and lighting systems, from the power house at No. 5 mine.

Fig. 8 is a view inside mine No. 11, showing the eighty-horsepower Goodman rack rail locomotive on the sixteen per cent grade in main

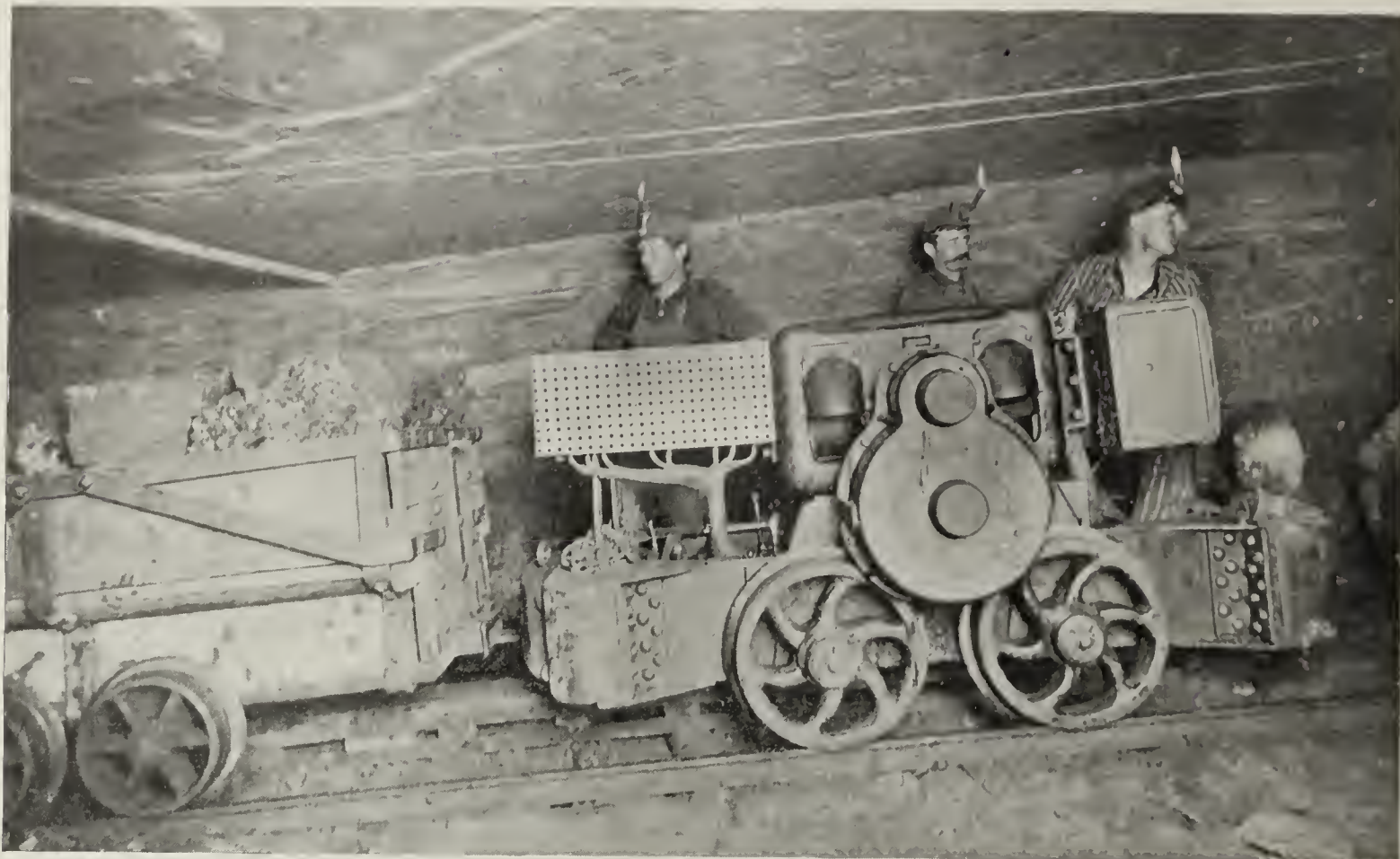


Fig. 8—Goodman 80-h. p. Rack Rail Locomotive Pulling 25-ton Trip Up 16 Per Cent Grade—No. 11 Mine.

track, level or on grade, varies approximately in inverse ratio with the speed. That is, every Goodman rack rail locomotive is capable of ex-

the worst of which is a grade of sixteen per cent for about 450 feet in length. Fig. 6 shows an outline map of a portion of No. 11 mine, indicat-

entry, with a trip of loads going out. The trips hauled up this grade vary from twelve to eighteen cars each, averaging about fourteen. Trips of twenty and twenty-one cars have been hauled out without difficulty, but it is not considered well regularly to impose upon the locomotive to this extent.

This is a new mine and consequently it is not long since mechanical haulage has been required. The rack rail system was installed in the fall of 1905, and there is in use thus far only the one eighty-horsepower B locomotive shown in the illustrations, Figs. 4, 7 and 8.

In total length the rack rail trackage now aggregates twenty-two hundred feet. It has been laid with great care, especially on the slope inside the mine, where the fastening must necessarily be very secure. This necessary security has been provided in simple and effective manner by anchoring the track at intervals of seventy-five or one hundred feet to cross timbers imbedded beneath the track and with ends set firmly into the rib at either side. With this careful laying of the rack rail, there never has been the least sign of distress or movement, nor is there any reason to fear that there shall be any.

Here at No. 11 mine, therefore, the Goodman rack rail system is to be found in haulage service which certainly can be characterized as extreme. In fact, a few years ago it would have been considered totally beyond the range of possibility in locomotive haulage. The installation, consequently, is of particular interest, as showing what can be done by the Goodman rack rail system under circumstances which in the past would have seemed to require the use of a rope haul. The rope haul, therefore, need no longer be regarded as a necessary nuisance which must be installed wherever heavy grades are encountered. Nuisance it may still be, but necessary it certainly is not. The Goodman rack rail system solves the problem of haulage on grades in nearly all cases, and is being installed very extensively in new mines where the rope haul otherwise would be required and in old mines where the limitations of the rope haul have imposed insufferable conditions.

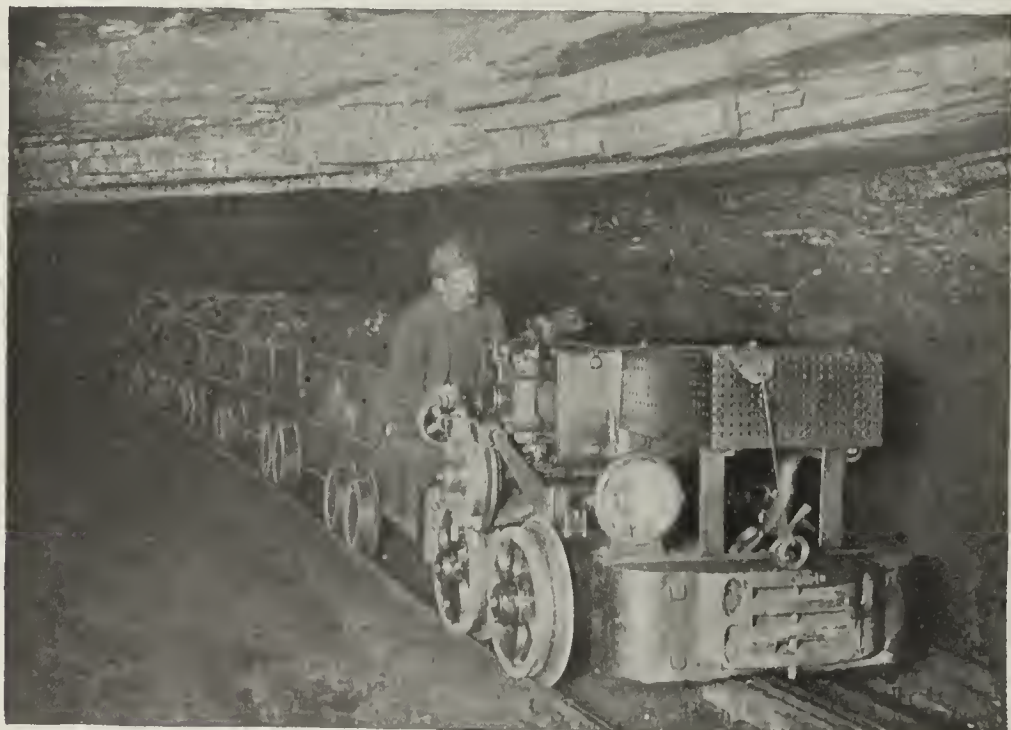


Fig. 9—Rack Rail Locomotive in No. 5 Mine.

erting its full power in pulling effort, and if, on a given track, it can pull twenty cars at six miles per hour, it can pull approximately forty cars at three miles per hour. With the Goodman rack rail locomotive, therefore, the performance is strictly a matter of horsepower—of foot pounds per minute—and if it can exert a constant pull of a certain number of pounds at any particular speed in feet per minute, it can pull twice

ing by solid black entries the system of rack rail trackage up to the present time. Trips are gathered by mules to partings in main entry and first south cross-entry. These trips are picked up alternately at these points and are hauled out, up the slope and around the hill outdoors to the dump. Fig. 7 shows a twelve-car trip of loads approaching the dump. Below, at the right, is the empty trip ready to go back. Fig. 4 shows



# Reports from Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
NEW YORK, August 2.

While the anthracite coal trade is quiet in a general way, there has been a very considerable movement of tonnage during the month just closed. Both in the production and in the sales made, it exceeded the figures of July, 1905. During the closing days of the month there were the usual number of orders received by shippers for additional cargoes to take advantage of the discount, by securing shipment before the expiration of the month, and the aggregate amount was sufficient to absorb promptly all the coal arriving at the loading ports on those days.

With the entering of the current month, the circular price discount is only ten cents, being the minimum, and last of the season. It is thought that trade east of the mines will be generally quiet, unless the end of the month develops an increased demand. The trade west of the mines, however, is reported as active, especially for shipments to be made in box-cars, and a greater amount of coal than usual is being sent to that territory. The demand for lake ports is large, as fewer stocks have been sent to them up to this time, owing to the heavy requirements at other localities. This should cause an increased movement of coal via the lakes during August.

## Shipments Westward from Mines.

The all-rail delivery in box-cars via Buffalo during the past month has exceeded that of the same period last year by a very considerable amount, while the requirements of this territory are not yet nearly filled. The reason of this larger demand on this class of trade is thought to be due to the fact that consumers in the west, not being so dependent on anthracite coal, because of having always at hand an abundant supply of the bituminous varieties, did not stock up early in the year, as was the case in the east, and in consequence were in need of a large amount of coal. While much of this was ordered at the full discount prices, the demand from other sources, combined with a shortage of box-cars, and the difficulty experienced in loading them through a shortage of labor at that time, delayed shipments. A feature that may later become effective in the transportation of coal is a possible shortage of cars, with traffic increasing for western business. Trade generally being more active, thus

increasing the demand for a large supply of cars in other lines, the number available for coal will be made just so much less.

Trade coastwise at eastern points is quiet, and but few orders have been received since the first of the month. This was expected by shippers, as stocks are fairly well rounded up, so that active movement will be delayed temporarily until distribution makes the way clear for taking on more coal.

New York harbor is inclined to be quiet, though the tonnage going over the piers is fully up to normal, while the July shipments were in advance of the same month last year. There is a regular demand for all-rail delivery, and while reduced from what it has been, is still a factor in taking on coal.

## Bituminous Trade Quiet, But Promising.

The Atlantic seaboard bituminous coal trade still remains quiet, though there are some signs of improvement here and there. Producers report inquiry from individual points wanting more or less coal, indicating that stocks are becoming depleted and not as full as they have been. The tonnage so far does not amount to much in the increase, except as it augurs for better things.

There are also reports of a shortage of cars on some railroads and to certain localities. This is said to result from the large demand in the west and is an omen of increased business later on. Indeed, with the shortage of cars appearing at this early date, to the extent that it is now doing, it behooves consumers to take this into consideration in placing orders, as it is indicative of greater difficulties to come in the fall, when the demand is increased and the call for cars is very much greater.

Another feature of importance to the trade is the great scarcity of labor. This not only in outside lines, but in all the coal mining fields. We hear from many sources in the coal regions of the shortage of men, and complaints of the difficulty in procuring a sufficient number. The number of laborers available is not equal to the demand created by the enormous business that the country has developed. This has an immediate and intimate bearing upon the production of coal, which should be taken into account by consumers, well in advance of the time when the fall activity sets in, especially if they desire to get in a winter's supply in addition to their daily consumption. It may

seem early in the season to foreshadow later difficulties, yet it is of importance to the trade to know what the possible conditions are likely to be.

## Free Shipment to Shoal Water Ports.

The shoal water ports are taking shipments quite freely, but orders from the deep water ports, where the larger consumers take their coal, have slackened off considerably during the last month or six weeks. This trade, however, should not neglect to stock in time, as with the shortage of labor they are likely to be the most seriously affected in the fall activity.

Some consumers have put in boats, expecting immediate loading, but have been disappointed, even at this period, from various causes, and were delayed for some time in getting their requirements. This is not the rule, but is one of the things that happens when people are in a hurry to get coal, and should be borne in mind along with the other suggestions.

The coastwise vessel owners are also looking for higher rates, the present quotations being very low. They expect to recover any losses by material advances this fall. This expense has to be met by the consumer with increased interest charges, providing he delays in putting in a supply of coal for winter use.

## Shipments Light to the Far East.

Trade in the far east is quiet, but with an occasional awakening to place an order for a cargo, where heretofore the wholesaler met with absolute refusal. Stocks are reported large, yet they must be depleted considerably by the large uses that have been continuing steadily this summer. We hear of several charters having been made for August and September, by coastwise vessels, on outside freights, in order to carry them over into the more active months.

The sound business is quiet. New York harbor is taking little coal, though the price is well maintained. In the coastwise vessel market vessels are in fairly good supply, though freights are somewhat stronger. Philadelphia quotes, to Boston, Salem and Portland, 60@65c; the sound, 50@55c; Lynn, Newburyport and Bath, 80@85c; Portsmouth, 65@70c; Saco and Gardiner, 90c and towages; Bangor, 75@80c.

# Market News from Buffalo and the Great Lakes Trade.

BUFFALO, N. Y., August 2.—(Special Correspondence.)—Peace and harmony appear to have settled over the bituminous section known as the Allegheny Valley district, and the operators are congratulating themselves that their troubles are ended so far as mine employment is concerned for the year to come. It is now claimed by the Allegheny operators that there are plenty of miners available, the four months period of practical idleness having proven a more serious matter for the men than they have been willing to concede. At the same time the demand for the mine product is strong, the limited output of the past months having given an opportunity to clean up surplus stocks to a good degree. There is a general feeling that the balance of the season will be more than usually satisfactory, and an air of confidence has taken the place of doubt and uncertainty which has had a tendency to lengthen the faces of the producers, though there has been constant whistling to keep up their courage.

At the joint conference held at East Brady on July twenty-fifth the following wage agreement was signed by miners and operators, to be in force until the thirty-first day of March, 1907:

Pick mining rate .....59 cents per ton  
Machine loading rate .....33½ cents per ton  
Machine cutting rate for puncher machines .....13½ cents per ton

Roadmen .....30 cents per hour  
Assistant roadmen .....26½ cents per hour  
Pipe men .....26½ cents per hour  
Trappers .....13 cents per hour  
Drivers .....30 cents per hour  
Dumpers .....20½ cents per hour  
Trimmers .....22¼ cents per hour  
Assistant trimmers .....18½ cents per hour  
Blacksmiths .....30 cents per hour  
Tool sharpeners .....26½ cents per hour  
Firemen .....25½ cents per hour  
Checkers .....26½ cents per hour  
Turning rooms .....1.50  
Cut through between entries, .25 cents per yard  
Entry, narrow.....\$1.50 to \$2.00 per yard  
Entry gob .....1.00 per yard

Nothing to be paid for room turning where no roof nor bottom is taken.

First: All other day wages and monthly men, both inside and outside the mines, shall be advanced 5.85 per cent above the rates paid during the scale year ending March thirty-first, 1906, excepting all mechanics and skilled labor, who are to be paid such prices as shall be mutually agreed upon between the undersigned and the mechanics employed.

Second: Eight hours of actual work at place of work shall constitute a day's work for all labor inside the mines, except pump men and monthly men, who shall work the number of

hours required. It is understood and agreed, however, that the trip riders, motormen, drivers and cagers shall work the extra time required to clean up and deliver outside all coal gathered from working places to the side tracks within the eight hours of actual work, and shall be paid for such extra time worked at the rates per hour herein agreed upon. All outside labor to work the number of hours required and to be paid as per rates specified. No Saturday half holidays allowed under this agreement.

Third: There is to be no change in working conditions and customs under this scale from such conditions and customs as have applied at this mine and have been in practice thereat during the scale year ending March thirty-first, 1906, except as modified herein.

Fourth: Any regularly employed miner may, at his option, authorize deductions of coal mined, for use of a checkweighman's fund, such amount of coal as he may elect to subscribe, provided such authority is duly executed in writing by each individual miner, and such authorization releases the company from all liability on account thereof. There shall be no collection from day labor by the companies, from day labor working in mines or outside. The collection of coal for checkweighman's fund shall be collected from sheets on tipples.

Fifth: The right to hire and discharge, the management of the mine, and the direction of



the working force are vested exclusively in the operator, and the U. M. W. of A. shall not abridge that right. It is not the intention of this provision to encourage the discharge of employes, or the refusal of employment to applicants because of personal prejudice or activity in matters affecting the U. M. W. of A. The acceptance of this agreement shall in no way interfere with present employes.

Sixth: Should differences arise under this agreement between the employers and employes, there shall be no suspension of work on account thereof, but an earnest effort to settle such differences shall be made, first, through the local management at the mine and the mine committee, and failing in this, the matter shall, second, be presented to the general manager or owner and the district officers of the United Mine Workers of America, and if settlement is not reached with said general manager or owner and district officers the question shall then, third, be referred to a permanent board of arbitrators, consisting of two miners or their representatives, and two operators or their representatives; they jointly failing to agree, shall appoint an umpire, who shall be neither a miner nor an operator, but whose decision shall be final in the interpretation of the question at issue."

#### Market Conditions at Buffalo.

There is a good demand for coke and prices continue strong. It was observed yesterday by a prominent dealer that never in the history of the trade, to his knowledge, had there been such a steady demand or more stable prices. Connells-ville foundry coke is quoted at \$5, f. o. b. Buffalo.

H. C. Burket, general manager of the Acme and Avondale Mining Co., of Greensburg, Pa., was in the city this week, and spoke very encouragingly to THE BLACK DIAMOND representative of the general outlook in the bituminous field. He is confident that there will be no more serious trouble met in operating the mines.

The new monthly price circular sent out by the anthracite dealers on Wednesday offers no encouragement to buyers, for the discount amounts to only ten cents a ton. It is not likely that it will cause any perceptible change in the activity of the market, which is still in the hot weather stage and promises so to remain during the greater part of the month. Prices as set forth in the circular are as follows:

On cars at Buffalo or bridges, gross ton: Selected lump, \$5.25; egg, \$5.50; stove, \$5.50; chestnut, \$5.50. Twenty-five cents higher f. o. b. vessels at Buffalo. Retail trade, to dealers delivered on wagons at trestles: Grate, \$5; egg, stove and nut, \$5.25; pea, \$3.25. These prices subject to the month's discount of ten cents a ton on all except pea, which is net.

Receipts of anthracite from the mines is about equal to the demand, and lake tonnage is also equally distributed between demand and supply. Yesterday local papers reported an advance in rates for hull charters, but except that perhaps in a single instance a slight advance may have been made for a hurry cargo order, there has been no change, prices remaining at forty and thirty cents to Michigan and upper lakes respectively, as previously quoted. Line order business is very slack, even the Canadian trade apparently feeling the effect of the summer siesta.

There has been a perceptible improvement in the amount of lake shipments during the past week, and also an advance in the amount forwarded by the water route during July as compared with the previous months of the shipping season. For the last seven days the total was 83,150 tons, distributed as follows: Superior, 14,500; Hancock, 1,500; Chicago, 11,500; Milwaukee, 3,000; Duluth, 18,200; Escanabā, 3,200; Waukegan, 4,080; Racine, 1,000; Sheboygan, 2,500; Windsor, 500; Muskegon, 900; Manitou, 2,350 tons. Total shipments by lake for the season up to August first, reached 953,328 tons, divided by months as follows: March, 2,200; April, 322,751; May, 51,775; June, 256,556; July, 330,026 tons.

THE BLACK DIAMOND is the most welcome trade journal that reaches our office, and we look forward to its issue with considerable interest every week.—W. M. Whitmore, Dayton, Ohio.

### The Baltimore Shipping Trade.

BALTIMORE, Md., August 2.—(*Special Correspondence*.)—The market has been practically at a standstill, as far as any changes are concerned, for the past week or ten days. It was hardly hoped that there would be any strengthening of what has been a weak bituminous market for some time past, nor was there any expectation that there would be any change in the anthracite situation, which except for the monthly advances of ten cents on the ton by the retailer until the middle of September, when the full winter schedule will have been reached, is but little affected here by any save very drastic events.

During the week bituminous ranged at anywhere from eighty cents at the mines for the lowest grades to \$1.50 for the best kinds of that fuel. While the market did not show any particular strength, still it was not off any further and that gave satisfaction. It is hoped that the bottom has been reached for this summer, and that from now on, as the fall approaches, there will be a gradual return of strength. Almost every one, even the consumer, is willing to admit that the market at present is too low. Coal at present prices is practically coal without profit to the producing interests, who have to rely on contract business and winter prices to make a showing.

A feature of the local situation, besides the constantly growing volume of business being done over the piers both for tidewater movement and for export, is the growth of the bunker coal trade. The increasing bunker consumption would seem to indicate a growing importance of the port. Speaking of the export business, the growth of the Mexican trade is attracting some attention. The greater part of it goes to Vera Cruz, and in these shipments the Fairmont Coal Co. is playing a star role.

Some little interest is being taken here in the reports from Virginia of suspension of work on the new Tidewater railroad, which was intended to practically parallel the Norfolk & Western from the coal fields to the sea. Whether the Pennsylvania railroad is endeavoring to stop the construction of this road is of course not known here, although this report is current at Norfolk, but whatever may be the motive behind the suspension of construction work, if it is permanent it is likely to have some effect on the local situation. Coal men here figure that the more Newport News and surrounding territory grows in importance as a coal shipping point the less coal may be shipped from Baltimore in the future, although it must be confessed that increasing shipments from the Virginia port so far have apparently had no effect on the constantly growing business of this port.

### Beech Creek Tonnage.

The tonnage originating on the Beech Creek Branch of the New York Central railroad for the week ending July fourteenth amounted to 15,999 tons, making a total to that date of 3,149,498 tons, as compared with 4,662,964 tons for the corresponding period last year, a decrease of 1,513,466 tons.

Coke tonnage for the same week amounted to 204 tons, making a total this year of 38,992 tons, as compared with 53,571 tons for the same period last year, a decrease for the present year of 14,579 tons.

### West Virginia Coal.

Ohio and West Virginia coal men are discussing with much interest the annual report of the coal industry of West Virginia which has just been issued and comment principally on the fact that the largest increases in production are shown in those districts which come into direct competition with Ohio coal. West Virginia's output last year was 31,503,020 tons, an increase of 4,518,314 tons over 1904. Of this increase practically all was made in the Kanawha and the Norfolk & Western districts, which compete with Ohio coal. The Kanawha district produced 11,034,257 tons, an increase of 1,740,480 tons, and the Norfolk & Western produced 10,073,074 tons, an increase of 2,121,611 tons. Ohio last year mined 25,834,657 tons of coal, an increase over 1904 of 1,250,842 tons.

### German Coal Trade News.

It is not alone in the United States that there is a shortage in the labor supply. The Dusseldorf correspondent of the *Iron and Coal Trades Review* of London, reviewing the condition of the German coal market, says: "The situation in the coal trade of the Ruhr is becoming critical, having regard to the large demand for all classes of coal and the impossibility of meeting it." During January, February and March there was a large decrease in the output, notwithstanding this increasing demand, due, according to the coal operators, to a reduced output on the part of the miners and to the scarcity of labor by reason of the migration of many of the men to other industries, including iron and steel work and building operations, where high wages are now being offered. There is also a continued shortage of cars, and to overcome this in part the railroad authorities have announced that they would suspend the Sunday rest until further notice for the purpose of doing what we in this country would call "breaking the car blockade," but which the correspondent expresses as "facilitating the circulation of the wagons." The two leading shipping companies and the coal syndicate, in order to meet these conditions, have been compelled to order 130,000 tons of coal from Great Britain.

According to a paper by Herr Buchner in the *Zeitschrift* of the Society of German Engineers, a new fuel, Kaumazit, is being made near Dresden from Bohemian brown coal. The coal is kept twenty-four hours in coke oven retorts. The finished Kaumazit is removed from the base of the retorts every three hours and is cooled. The retort procedure first evaporates the hygroscopic water in the brown coal (twenty-five and twenty-eight per cent), and then causes the distillation of the heavy hydrocarbons. The retorts are worked under a partial vacuum. The gases obtained from the retorts are cooled and scrubbed, and the purified gases are used part to heat the retorts, part to drive gas engines, and a surplus remains for sale to the various industries in the neighborhood. The thermal value of the Kaumazit obtained averages 6,749 kg.-cals. It contains 77.34 per cent carbon, 14.9 per cent ash, and 1.47 per cent hydrogen, with 4.20 per cent hygroscopic water. It is graded in three sizes, and is sold as fuel for suction gas producers and for boiler firing, while the finest size is sold for the production of slow-burning briquettes. Analysis proves Kaumazit to be a fuel poor in gas and high in fixed carbon. It has a high ignition temperature. Boiler firing with this fuel therefore demands closed ashpits and blowers under the grate to obtain the best results. With well designed grates a boiler efficiency of 72.2 per cent has been obtained. The air pressure is so regulated that when the fire doors are opened there is neither air indrawing nor flame emission, a result obtained by working with a chimney draught of seven mm. of water and a blower pressure of about the same value. In the trials carried out with this fuel the excess air has only averaged nineteen per cent above that required by theory for complete combustion of the fuel. Kaumazit is, further, a smokeless fuel, and the cost in Dresden is so regulated that in most industries it can be employed so as to yield a saving of from three to ten per cent as compared with ordinary coal.

The principal producing centers of coke in Germany are on the Ruhr, on the Sorre, at Aix-la-Chapelle, in Silesia, in the environs of Obernkirchen, and near Zwickau in Saxony. The basin of the Ruhr produces, according to the German statistics, about 65,000,000 tons of coal and about 11,000,000 tons of coke annually. This is the firmest of the German cokes and the most valuable with reference to its chemical constitution.

### Pennsylvania Shipments.

The Pennsylvania Railroad Co.'s statement of the coal and coke originating on its lines east of Pittsburgh and Erie for the week ended July 21, with comparisons, follows:

	1906. Week end, July 21.	1906. Year to July 21.	1905. Year to July 22.
Anthracite coal, short tons..	102,140	2,337,723	2,599,060
Bituminous coal, short tons..	579,085	17,145,604	15,575,514
Coke, short tons.....	237,152	6,984,699	6,057,446
Total .....	918,377	26,468,026	24,232,020



## Eastern General and Personal Notes.

Commissioner C. P. Neill reports that the mine workers of the anthracite region are entitled to an advance in wages of one per cent upon the June earnings, the average price of coal on sizes above pea, sold in New York harbor, being \$4.57.

Under the provisions of the will of Charles Ferguson, Philadelphia coal operator and mine owner, who died on July tenth, approximately a million dollars is left for humanity. The estate, amounting to more than a million dollars, will eventually go to the Presbyterian hospital of that city, and the American and New England anti-vivisection societies.

W. L. Chalmers, of the Maryland Coal Co., New York, left on Friday of this week for Lake Rideau, Ontario, Canada, to visit his parents and spend a fortnight on vacation. There being abundant opportunity in that country for fishing and boating, Mr. Chalmers will undoubtedly take advantage of it, being a great lover of out-of-door sports.

The department of docks and ferries of New York city opened bids on Friday of last week for furnishing 750 tons of anthracite coal, chestnut size, and twenty-five tons of Cumberland bituminous coal for smithing purposes, to be delivered alongside at the different stations. The bidders were G. F. Simram, \$5.89 and \$4.59, respectively, and Wm. Farrell & Son, \$6.09 and \$5.50.

J. A. Williar, of No. 1 Broadway, who has been the agent in New York city and New Jersey for Spencer anthracite coal during the several years past, has just been appointed New York agent for Walnut coal. Mr. Williar has been handling a large proportion of this product for the past two years and has made it quite popular with the trade. It is a high grade steam coal, mined at Spangler, Cambria county, Pennsylvania.

It is understood that the Philadelphia & Reading Railway Co. will in the near future do away with all its wooden coal cars. The company proposes to substitute 100,000-pound capacity steel cars in place of them. Several thousand cars of this class are now being built, and in the course of a few years the old style wooden cars will be taken off, as were those preceding them, the small four and eight-wheel cars of seven and fifteen tons, respectively.

C. J. Wittenberg, president of the Chesapeake & Ohio Coal & Coke Co., and the New River Collieries Co., of New York, left on Saturday of last week for the west, to make an inspection trip of the more modern coal handling plants at the lake ports. He expects to visit one or two points on Lake Erie, as well as Chicago, and may also go to Lake Superior ports. Mr. Wittenberg is accompanied by a party and will be away about a week.

The Pennsylvania Railroad Co. will put in effect on August first a new schedule of the mine products on which will be based the system of car rating. The new sheet will show the initial distribution of coal cars between the eight divisions of the Pennsylvania railroad in the bituminous region, which are as follows: Tyrone, Mountain, Cambria and Clearfield, Pittsburg east, Pittsburg west, West Penn, Monongahela and southwest Pennsylvania.

George A. McIlroy, general manager of Parrish, Phillips & Co., New York, accompanied by Mrs. McIlroy, are spending their summer vacation at Raquette lake, in the Adirondack mountains. They left last month and will remain for some time, at least over the warm spell. As Mr. McIlroy suffered from a serious illness several months ago, he desires to avoid any bad effects of the hot climate in the city, and to further invigorate his health generally.

The semi-annual report of the Pittsburgh Coal Co., composed of subsidiary concerns, was issued on July twenty-sixth. The production and earnings for the first six months show a large increase over the same period of 1905. The report shows the coal production as 8,889,527 tons, an increase of 2,257,102 tons, and

coke 214,658 tons, an increase of 46,422 tons. The gross earnings were \$2,384,422, an increase of \$908,689; net earnings, \$858,336.73, an increase of \$331,103.27.

T. D. Nicholls, president of District No. 1, United Mine Workers' union in the anthracite field, was formally notified on July twenty-fourth of his nomination for representative in Congress on the Democratic ticket by the committee of Lackawanna county, Pa. Mr. Nicholls accepted the honor and said he would outline his ideas on the subjects he considered most important. Mr. Nicholls has always been a Republican and declined to answer, when asked if all his party affiliations in the past had not been with the Republican party.

A traffic official of the Reading system is reported as saying in connection with the business conditions of the road that traffic on the Reading railway during the month just closed was far in excess of previous years. The iron and steel business is good and shipments are above the average. The Reading is hauling a considerable amount of slack coal from the West Virginia fields to the cement industry along its lines in eastern Pennsylvania. A large demand is also being made upon the company for box-cars for western shipments of anthracite coal. This is unusual for this time of the year and shows a healthy outlook for business in the western states.

The Pennsylvania railroad withdrew on June twenty-fourth two of its representatives from the board of directors of the Norfolk & Western railway. The letters of resignation of John B. Thayer, fourth vice-president, and William H. Barnes, director of the Pennsylvania Railroad Co., were presented at a meeting of the Norfolk & Western board of directors held in New York on the above date. They were succeeded by Henry C. Frick and L. C. Weir, president of the American Express Co. This action was taken, it has been learned, in order to disarm any criticism in its relationship with that road, though the change in the board will have only a nominal effect.

Thomas Hickey, of Wakefield, a coal merchant of Boston, Mass., was held up on Saturday last in broad daylight at his office at Charlestown by three burglars, who, after a desperate fight, robbed him of \$200 in cash and valuable papers. As the men entered they said "We want your money, and we want it quick!" As Mr. Hickey swung around he managed to knock one of the men down, when another man in front fired, hitting Hickey in the lower part of the head, seriously wounding him, after which he was taken to the Relief hospital. Two of the burglars were captured by the police, but not before shooting Patrolman Shiel, who was seriously injured.

John R. Lynn, chief accountant for the Lehigh Valley Coal Co., has resigned his position, to take effect on August first, 1906, and will after that date be a member of the staff of J. E. Sterrett, certified public accountant, 60 Wall street, New York, and 925 Chestnut street, Philadelphia. Mr. Lynn has had an extensive experience in accounting relating to coal and other mining properties, which will fit him admirably for the broader work upon which he is now entering. In view of his training along the line of mining costs on accounts, his attention in his new position will be devoted extensively to matters connected with the coal trade and affiliated interests.

The funeral of Reece M. Oberteuffer, private secretary to George F. Baer, president of the Philadelphia & Reading Railway Co., who died at the Pennsylvania hospital, Philadelphia, on Sunday of last week, took place on Wednesday afternoon, July twenty-fifth, from his residence, 332 South Sixteenth street. The Rev. J. Sparhawk Jones, of Calvary Presbyterian church, conducted the services, which, in accordance with the wishes of the family, were non-military. Members of Governor Pennypacker's staff, of which Colonel Oberteuffer was a member, and executive officers and clerks of the Reading railway, granted leave of

absence, attended. The interment was private at North Laurel Hill cemetery. Among the Reading officials at the funeral were Vice-President Theodore Voorhees, Charles E. Henderson, second vice-president; W. R. Taylor, secretary; Richard Tull, treasurer; Judge J. D. Campbell, general counsel; Thomas M. Richards, first vice-president of the Philadelphia & Reading Coal & Iron Co., and James M. Landis, chief clerk to Mr. Voorhees, the road's chief executive in the absence of Mr. Baer.

The gross earnings of the Baltimore & Ohio railroad, as now obtainable, for the twelve months ending June thirtieth, show an increase of \$9,702,059 over the previous year. The gross earnings amounted to \$77,392,056. Operating expenses increased \$4,804,617, so that the gain in net earnings amounted to \$4,897,442. The total net earnings were \$27,876,835. The company received from other sources, it is estimated, about \$3,000,000, so that the net increase was in excess of \$30,000,000. Fixed charges and taxes would require something like \$13,000,000 and the preferred dividend \$2,400,000 additional, leaving over \$16,000,000 available for the common stock, which would be equal to 10.6 per cent on the total issue of \$152,750,000, as against 9.0 per cent in 1905 and 8.0 per cent in 1904.

With the object of establishing some rule by which cars should not be unduly detained at the loading points, Port Richmond and Port Reading, the Philadelphia & Reading Railway Co. has issued a letter to shippers over its system at these points in which it says that they "have found it the unanimous opinion, so far as it has talked with its shippers, that some time limit should be fixed of the number of days which any car may be detained at the loading ports. With this purpose in view we have decided to put the following rule into effect from and after August first, until further notice: The consignees of any car or cars containing either anthracite or bituminous coal will be charged, in addition to the regular freight and shipping charges, the sum of one dollar for each and every day each car, consigned to them, that may remain at the port awaiting delivery after thirty days from arrival. For cars that may be detained by neglect of the railway company to furnish prompt switching service, no charge will be made. This notice is not, in anywise, to be construed as giving permission that cars may be detained for thirty days, and in cases where they are detained beyond a reasonable time an embargo will be placed on further shipments of such consignee, or some other arrangement will be made to avoid undue detention of cars. This rule is made in the interest of the shipper, as well as the railway company, and with the purpose of enabling the company to provide cars for movement of the traffic." Shippers having received this letter are seemingly very favorably impressed with the new embargo rule, considering it quite reasonable from what prevailed a year or two ago. The only feature about it at all questioned is that the time for holding coal without charge is thirty days, this probably having a tendency to, in certain cases, making shippers lax in moving it, but if this occurred, the railroad would undoubtedly take some action to regulate same.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending July twenty-eighth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumber- land.	Total.
Week ending July 28, 1906..	15,243	18,224	33,467
Corresponding week, 1905....	10,030	11,903	21,933
Total for 1906 .....	436,680	640,867	1,077,547
Corresponding period, 1905..	387,667	518,783	906,450

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 171,097 tons.



# The New Pittsburg Vein Mining Scale.

Official mining scale of Association of Pittsburg Vein Operators of Ohio for their mines in Belmont, Harrison and Jefferson counties, Ohio, and the United Mine Workers of America. All persons accepting employment in these mines hereby agree to be governed by the following rules and regulations. In effect April first, 1906, and ending March thirty-first, 1908.

## Pick Mining.

Mining, per ton, screened coal .....	\$0.90
Mining, run-of-mine coal, per ton .....	.64 2-7
Mining, bank measure, per foot, room 24 feet wide, coal 5 feet .....	2.90
Mining, bank measure, entries, not to exceed 6 feet wide, per yard .....	3.66
Mining, bank measure, entries, not to exceed 7 feet wide, per yard .....	4.26
Mining, bank measure, entries, not to exceed 8 feet wide, per yard .....	4.87

## Room Turning, Entry Price.

That for every three inches above or below the regular height of five feet of coal on a bank measure system, in both entries and rooms, there shall be paid a proportionate advance or decline in the mining rate.	
Entry dry, stone taken down and loaded, per yard.	\$1.66 1/2
Entry dry, stone up, per yard .....	1.33
Breakthroughs between entries, stone coming down or having to be taken down, handled or loaded, per yard .....	1.66 1/2
Breakthroughs between entries, stone up, per yard .....	1.33
Breakthroughs between rooms, stone up, per yard .....	1.29
Taking down and gobbing stone in breakthroughs in rooms, per yard, extra .....	.28
Room turning, 7 feet wide, 21 feet deep .....	6.13
Room turning, 10 feet wide, and under 12 feet wide, and 15 feet deep .....	2.72
Room turning, 12 feet wide, to 15 feet wide, and 15 feet deep .....	1.69
Room turning, over 15 feet wide, tonnage only.	

## Inside Day Wage Scale.

Track layers, per day .....	\$2.56
Track layers' helpers, per day .....	2.36
Trappers, per day .....	1.13
Bottom cagers, per day .....	2.56
Drivers, per day .....	2.56
Trip riders, per day .....	2.56
Machine haulers .....	2.56
Water haulers, per day .....	2.56
Timber men, where such are employed, per day .....	2.56
Pipe men, for compressed air plants, per day .....	2.50
Motor men, with three months' experience as motor men, not less than .....	2.56
All other inside day labor, per day .....	2.36

## Outside Day Wage Scale.

The following shall be the scale for outside day labor as enumerated below:

Checkers .....	\$2.25
Dumppers .....	2.10
Trimmers .....	1.97
First blacksmith .....	2.80
Second blacksmith .....	2.53
Blacksmith's helpers .....	2.36
Mine carpenters .....	2.36
Couplers and greasers (boys) .....	1.23

All outside day labor not enumerated above shall receive 5.88 per cent advance on wages now being paid, but in no case shall the operator be required to pay more than the prices paid during the scale year 1903.

All persons now employed at outside day labor who are not satisfied with the wages to be paid, as provided by this agreement, shall be given an average place in the mine.

The above schedule of day wages applies only to men employed in the performance of their labor, and does not apply to boys, unless they can do, and are employed to do a man's work.

## Machine Mining Scale.

Based Upon Hocking Valley District—for Belmont, Harrison and Jefferson Counties, No. 8 Seam.

### Chain Machines.

Cutting in rooms, per ton screened coal .....	\$0.1100
Cutting in entries, breakthroughs between entries, breakthroughs between rooms, and turning rooms 8 feet wide, per ton screened coal .....	.1100
And extra per yard .....	.2400
Cutting in entries, breakthroughs between entries, breakthroughs between rooms and turning rooms, 12 feet wide, per ton screened coal .....	.1100
And extra per yard .....	.1636
Loading, with hand drilling in rooms, per ton screened coal .....	.5250
Loading with hand drilling, in entries, breakthroughs, between entries, breakthroughs between rooms and turning rooms, 8 feet wide, per ton screened coal .....	.5250
And extra per yard .....	.6400
Loading, with hand drilling, in entries, breakthroughs between entries, breakthroughs between rooms and turning rooms, 12 feet wide, per ton screened coal .....	.5250
And extra per yard .....	.5509
The above is based on the following equivalents:	
Cutting, entry price .....	\$0.1900
Cutting room price .....	.1100
Tons to one yard entry, 8 feet .....	.0809
	3
	.2400

Loader, with hand drilling, entry price.	.7353
Loader, with hand drilling, room price.	.5250
Tons to one yard entry, 8 feet .....	.2153
	3
Cutter, entry price .....	.1155
Cutter, room price .....	.1100
Tons per yard, entry 12 feet .....	.0355
	4.61
	.1636
Loader, with hand drilling, entry price.	.6445
Loader, with hand drilling, room price.	.5250
Tons to one yard entry, 12 feet .....	.1195
	4.61
	.5509

### Punching Machines.

Cutting in rooms, per ton screened coal .....	\$0.1800
Cutting in entries, breakthroughs between entries, breakthroughs between rooms and turning rooms, 8 feet wide, per ton screened coal .....	.18,00
And extra per yard .....	.1626
Loading with hand drilling, in rooms, per ton screened coal .....	.5100
Loading with hand drilling, in entries, breakthroughs between entries, breakthroughs between rooms and room turning (8 feet wide) per ton screened coal .....	.5100
And extra per yard .....	.3612
The above is based on the following equivalents:	
Cutter, entry price .....	\$0.2342
Cutter, room price .....	.1800
Tons to one yard, entry 8 feet .....	.0542
	3
	.1626
Loader, with hand drilling, entry price ..	.6314
Loader, with hand drilling, room price ..	.5100
Tons to one yard, entry 8 feet .....	.1214
	3
	.3642

### Room Turning Chain Machine.

Neck, 8 feet wide and 21 feet deep, first yard from entry and widening out yard, shall be pick mined, and shall be paid for in addition to room tonnage machine price as follows:

Pick, 1 yard from entry .....	\$2.79
Pick, 1 yard widening out .....	3.39
Loader, 10 yards 8 feet wide, at .6400 .....	\$6.40
Loader, 4 1-3 yards 12 feet wide at .5509 .....	2.39
	8.79
Cutter, 10 yards 8 feet wide, at .2400 .....	2.40
Cutter, 4 1-3 yards 12 feet wide, at .1636 .....	.71
	\$3.11
Less 7.61 tons at .1100 .....	84
	2.27

Room Turning Chain Machine, neck 12 ft. by 21 ft.	
Loader, 15 yards at .5509 .....	\$8.26
Cutter, 15 yards at .1636 .....	2.45
Room Turning Punching Machine, 8 feet wide, 21 feet neck.	
Cutter, 15 yards at .1626 .....	\$2.44
Loader, 15 yards at .3642 .....	5.46

After both chain and punching machines where drilling is done by machine operated by other than the loader, .0250 per ton screened coal will be paid to the driller and .0300 deducted from the price for loading as above.

Two cents per ton of the above prices for loading is understood to be applied to the payment for handling draw slate and soapstone.

It is agreed that if, upon the expiration of this contract, the rule regarding the handling of slate remains the same as at present, in the Pittsburg district, then the same shall apply in the No. 8 seam, of Ohio and the two cents per ton for handling slate shall no longer be paid, and should there be any changes in said rule in the Pittsburg district, then the same prices for handling slate shall also apply to the No. 8 seam in Ohio.

## General Rules for Pick and Machine Mining.

Rule 1.—Mining entries and entry breakthroughs in pick and machine mines drove double shift, extra, per yard, .28.

Rule 2.—Wet entry shall be paid 28c per yard extra when it has been fully determined that it is entitled thereto by the miner and mine boss, or by the mine committee and mine superintendent, in case the former do not agree.

Rule 3.—Operators shall take the water out of rooms and entries, and have rooms and entries dry at starting time, or pay 4 1/2c per barrel if the miner has to bail it. Barrels to be placed in rooms and entries, and where barrels can not be placed in entries the water box shall be forwarded for the entryman to bail water in.

Rule 4.—Prices to be paid for slate or soapstone coming down unavoidably over the coal shall be agreed upon by the mine boss and miner, and if they fail to agree it shall be referred to the superintendent, mine boss and mine committee.

Rule 5.—Clay veins and spars shall be paid for; the matter to be referred to miner affected and mine boss. If they fail to agree, the company reserves the right to remove the same and give the miner another place.

Rule 6.—Any rolls or horsebacks coming up in bottom or down in top shall be paid for as follows, per yard, running with rolls:

Six to ten inches in thickness, 28c.  
Between ten and seventeen inches, 56c.  
Between seventeen and twenty-three inches, 84c.  
Between twenty-three and twenty-nine inches, \$1.12, and rolls of more thickness shall be paid in the same proportion for each six inches.

Miners shall take up and remove roll where same crosses roadway.

When roll is so hard as to require drilling and blasting the operator shall furnish one-half and the miner one-half the labor for drilling and blasting.

Rule 7.—Work shall begin at 7:00 a. m., work to 11:00 a. m., not more than 30 minutes for dinner, and work from 11:30 a. m. to 3:30 p. m., Central Standard Time.

Rule 8.—Any man called from inside to perform outside day labor shall receive inside day wages.

Rule 9.—We adopt the check-off system as a part of the agreement of this district. This pertains to regular dues and assessments of the U. M. W. of A., but shall not give any right to collect fines unless such fines are ordered by two-thirds of the members of the local union. However, should either the operator, the local union or the party upon whom the fine is imposed object to said fine, each of them shall have the right of appeal to the sub-district president for a final ruling.

In order to be honored the check-off must be furnished to the company not later than 5 p. m. on the second and seventeenth day of each month.

Rule 10.—No strike shall take place at any time under the jurisdiction of Sub-District 5 of District No. 6 (Ohio) except for violation of agreements, refusal of employers to pay on the regular pay day without explanation, until the grievances at the mine affected have been thoroughly investigated by the officers of District 6, U. M. W. of A., and operators interested.

Rule 11.—That a uniform rate of one per cent on the dollar be charged in pick mines, where company hires the blacksmith, and it is further agreed that no charge be made for blacksmithing for cutters and loaders in machine mines.

Rule 12.—Bottom coal in all narrow work must be taken up and loaded by the loader.

Where bottom coal not to exceed 4 inches in thickness is required to be taken up in wide rooms and said coal is in normal state and parts freely from the bottom the miner must take it up without extra compensation.

Where coal sticks to bottom and extra labor is required to lift the same, the company shall pay loader extra at a rate per crossing based upon maximum inside day labor scale.

A committee of two operators and two miners to investigate and determine the method of payment on basis named.

This committee shall also determine what constitutes a sticky bottom.

If a machine cutter leaves a sprag or a thick bottom in excess of four inches he shall be notified to remove same, and should he refuse he shall be charged 50c for each sprag or bottom, the same to be paid to the loader.

Rule 13.—That all machine loaders be accorded two rooms for each two men, and the operators pledge themselves to provide two rooms for two men at the earliest possible moment, but in the event of territory becoming scarce through a squeeze or striking horseback, or any unavoidable obstacle, this shall not be construed so as to diminish the output of the mine.

Rule 14.—There shall be no free turns allowed for either rooms or entries. The entries shall be driven as fast as operators desire or conditions permit; but in no case shall entry miners be allowed more cars than room miners, and at least once each pay the turn shall be made uniform throughout the mine for the time previously worked. If, however, the regular turn will not allow cars enough to drive the entries as fast as desired, the operators shall increase the number of miners in each entry, so that, by giving to each the regular turn, the entries shall be driven as fast as two miners could do, with full work.

If, however, the room men decline to take their place in the entries when requested to do so by the operator, then the entry man shall have free turns until the entries are driven their required length.

Rule 15.—Miners shall exercise proper care in posting the soapstone in rooms, in order to prevent falls. When coal is taken out by the person employed in a room and soapstone falls to the amount of 750 pounds, it shall be removed by the miner without compensation, and when the fall of soapstone exceeds 750 pounds, the miner shall be paid for removing it or the company remove the same.

Rule 16.—Check weighman may be placed on tippie at expense of miners, and his duty shall be those prescribed by the laws of the state of Ohio, and all weigh scales may be tested by the miners at any reasonable time.

Rule 17.—Members of the Pit Committee and local officers shall remain at their working places the same as all other employees, unless a miner and a mine boss fail to agree on prices to be paid for extra work, when they may be called in to confer with the superintendent to decide the dispute. This, however, shall not prevent the committee from looking after the proper interest pertaining to the miners' organization.

It is understood that mine committees have no authority to order a suspension of work except upon a vote of three-fourths of the members of the local union.

Rule 18.—All rooms shall be 24 feet wide or over. Machine rooms, when ordered by mine boss, driven less than 24 feet wide, entry price shall be paid.

Rule 19.—Where entries are ordered driven fifteen degrees or more away from line of butts or face, 25c extra per yard shall be paid in pick and machine mines, but shall not be construed to apply to necessary curves in turning one entry from another, and in order to lay track on required radius.

Rule 20.—Any rule, either local or general, governing the scale or conditions of employment in the Pittsburg Vein of Sub-District No. 5, shall be mutually agreed to by the operator and miners interested, and said rules, before being enforced, shall receive the endorsement of the officials of the operators and officials of District No. 6, United Mine Workers of America.

Rule 21.—No meeting shall be held during working hours except by mutual arrangement between miners and superintendent.

Rule 22.—On the day that death by accident to an employe occurs in the mine, for that day only the miners may cease working, but under no circumstances shall the mine be made idle for any funeral. And in consideration of the mine continuing to work on a day a funeral is held, the operators agree to contribute to the bereaved family, on the death of any of their workmen, one-third the amount paid by the miners, said amount not to exceed \$25.00. This does not prevent friends from attending a funeral.

Rule 23.—When any employe absents himself from duty two days or more, except on account of sickness, without giving advance notice to the mine boss or mine superintendent, when possible, he forfeits his position.

When a machine runner or any employe upon whose work other employes of the mine are dependent absents



himself from duty without giving advance notice when possible to the mine boss, he forfeits his position.

Rule 24.—When any places on any territory are not cut and the machine runners have not worked as many hours as the mine has worked by reason of breakdowns, sickness, or absence of runners, the machine runners shall work on idle days or overtime until they have made up the lost time.

Rule 25. In case of local or general suspension of mining, either at the expiration of this contract or otherwise, the engineers, firemen, pumpers and other men necessary to keep mines in shape shall not suspend work, but shall, when mine is suspended, fully protect and keep in repair all of the company's property under their care, and operate fans and pumps, and lower and hoist such men or supplies as may be required to keep up steam at the company's coal plant; but it is understood and agreed that the operators will not ask them to hoist any coal produced by non-union labor for sale on the market. The rates to be paid for such work to be those in effect at the time of suspension, and then subject to any subsequent settlement.

Rule 26. The conditions, employment, duties, hours of labor, and membership in the U. M. W. of A., of the engineers, firemen, electricians and machinists existing prior to September 1st, 1903, continue and remain in force during the life of this contract.

It is further agreed that any interference on the part of any member of the U. M. W. of A., of a mine committee, or local officer, with the duties of engineer, fireman, electrician or machinist, shall subject such member or members of the U. M. W. of A. of a mine committee, or local officers, to suspension or dismissal by the operator, with the understanding that the engineers, firemen, electricians or machinists, who are now members, shall remain members of the U. M. W. of A., and those who are not members shall not be compelled to join.

Rule 27. It is understood and agreed that should any dispute arise in regard to the interpretation of the rules and provisions of this scale that the interpretation shall be left entirely to the Committee of Operators and Miners who formulated and signed this agreement.

Signed, on behalf of the miners:

WILLIAM GREEN, President District 6.  
A. R. WATKINS, President Sub-District 5.  
JAMES BRIGGS, Vice-President Sub-District 5.  
LEE RANKIN, Secretary Sub-District 5.  
T. L. LEWIS, Vice-President.  
JOE SWINDLER,  
LANE SHIMP,  
JOHN ZELENKA,  
FRANK PELTZ,  
MAT ARMITAGE.

Miners' Scale Committee.

Signed, on behalf of the operators:

T. E. YOUNG, President.  
F. M. OSBORNE, Chairman.  
P. MCBRYDE, Secretary.  
J. B. ZERBE,  
LUTE HORNICKEL,  
J. J. ROBY,  
JOHN SIMPSON,

Operators' Scale Committee.

## Western Retail Notes.

The Fobes-Tompkins Coal Co., Columbus, Ohio, of which J. C. Edwards is president, has increased its capital stock from \$25,000 to \$35,000.

The retail coal and wood business of H. H. Neuenberg & Co., Olivia, Minn., which was recently discontinued, is to be reorganized at the old location.

Twenty-four new coal pockets are to be added to the coal chutes of the Great Western railroad at Clarion, Ia. At present the company has but twelve chutes at this city.

The F. Wittig Coal Co., Milwaukee, Wis., has been granted a building permit for the erection of a coal hopper at Thirtieth and Walnut streets. The structure will cost about \$1,500.

The retail coal business of E. E. Johnston, Estherville, Ia., has been purchased by F. K. Converse of the same city. Mr. Johnston will probably remain in Estherville until the winter, when it is thought he will move to California.

The school board of Davenport, Iowa, has awarded to the Union Coal Co. the contract to furnish the schools with coal during the coming winter. This calls for 40,000 bushels. The company has been in business only since last September and has established two yards, one in the west and one in the east end of Davenport.

The contract to furnish the coal to the schools of St. Paul, Minn., during next winter was awarded to the retail dealers' association of the city through C. S. Hartin Coal Co. and Holmes & Hallowell Co. The retail dealers nearest the schools will deliver the coal at prices agreed upon among the retailers. The two firms are responsible for carrying out the contract under these conditions.

The State board of Control, of Minnesota, has let the contract for coal for the State institutions for the coming year to the North-

western Fuel Co. The price is not made public, but it is said that a saving was made to the State in the price. The price varies according to grade and place of delivery. The State will use about 40,000 tons of soft coal and about 3,000 tons of hard coal. This will supply all the State institutions and the Normal schools.

Alleging that the Iowa Fuel Co., 414 Court street, Sioux City, Iowa, is indebted to it in the sum of \$1,527.93 for coal shipped from St. Paul, and that the defendant is about to dispose of its property, the St. Paul and Western Coal Co., of St. Paul, has secured a writ of attachment on the property of the Sioux City firm. The plaintiff also asks for a judgment for the alleged amount. The St. Paul firm declares that the coal was shipped to the Iowa Fuel Co. at various times between July nineteenth, 1905, and January twenty-third, 1906. Its total value was \$2,877.93, of which the defendant is said to have paid only \$1,350. The officers of the Sioux City firm are G. G. Davis, president; T. E. Davis, vice-president, and C. S. Graham, secretary and manager.

The South Dakota State board of charities and corrections will receive bids until August fourteenth for supplying coal to the different penal and charitable institutions of this State, as follows: 800 tons of Youghiogheny lump or Hocking Valley lump, in carload lots, all f. o. b. cars at penitentiary, Sioux Falls, S. D.; 350 tons of Youghiogheny lump or Hocking Valley lump in car lots, for the reform school, all f. o. b. Plankinton, S. D.; 1,000 tons of Youghiogheny lump or Hocking Valley lump, in car lots, for the northern hospital, at the institution, Redfield, S. D.; 200 tons Hocking Valley lump, in car lots, for the school for the blind, f. o. b. cars, Gary, S. D.; 4,000 tons of Iowa steam coal and 300 tons of Youghiogheny lump for the hospital for insane, in car lots, all f. o. b. cars at the institution at Yankton, S. D.; 200 tons of Youghiogheny lump or Hocking Valley lump, in car lots, for the school for deaf mutes, all f. o. b. Sioux Falls, S. D. Bids should be submitted on each of the kinds of coal above named and may be submitted on other kinds of coal of similar values. Bidders must in all cases specify the particular grade as well as kind of coal, and the prices per ton in carload lots. All bids should be addressed to the "State Board of Charities and Corrections," Watertown, S. D., care of Hotel Kampeska and marked on outside of envelope, "Bid for coal."

The county commissioners, of Cuyahoga county, Ohio, which includes the city of Cleveland, have for the third time rejected bids for next winter's coal contracts. Since the last bids were received the commissioners have been investigating. They have found that other large institutions are getting their coal at prices that range from fifteen to thirty cents a ton less than those offered by the three bidders. They believe that they are being unfairly dealt with and there was no hesitation in rejecting all the bids and instructing the clerk to try again with another advertisement. The commissioners were a unit on this proposition. "We only want a square deal," was the sentiment expressed by members of the board. "We don't want to be hung up for more than others are paying." "It has all the earmarks of a deal," said Commissioner Eirick, after the meeting. "It looks rather strange that no more of the dealers have offered to bid on so large a contract. They can't give the hauling away of ashes as an excuse. That is absurd. And we want the coal delivered at the courthouse. There is to be no sugaring of the palm of any county employe." "All the bids were too high," said Commissioner Fischer. "All we want is 2,000 pounds to the ton and the grade that we order. We have found that other institutions are paying twenty-five to thirty cents lower than the amount called for in the bids. We want the benefit of the market price, the same as other institutions." President Mackenzie, of the board, expressed himself in the same manner. "I wouldn't say that the coal men have cooked up a deal," said he. "I wouldn't go as far as that. But it does seem peculiar that the bids are so few and that the prices are so much in excess of those quoted to others." The bid-

ders under the last advertisement were, the Pittsburg Coal Co., the Zettelmeyer Coal Co. and the Easterbrook Coal Co. "There is nothing in it," said Charles Zettelmeyer, when asked concerning the charges made by the commissioners. "As far as we are concerned, we always make just as low a bid as we can. We never discuss such matters with other companies previous to making our bids, and I am convinced that all three of the bidders tried their best to get the contract. We always treat all our customers alike. The prices we made in this case are no higher than those charged to other consumers. Indeed, we made an exceptionally low price on Pittsburg nut and run-of-mine coal. The margin on coal is small enough. We couldn't cut down any further."

For several months there have been many rumors that the coal operators of the Saginaw valley are preparing to open yards and make a bid for the retail coal trade throughout Michigan. This rumor has been repeatedly denied, but there is at least partial confirmation in the action of the Consolidated Coal Co., which is about to open yards in Saginaw and deal directly with the public on the basis of mine to consumer. The Consolidated Co. will open its yards on Genesee avenue, Saginaw, and will move its offices there. The company will deal in anthracite as well as bituminous coal, and while no rate cutting is announced, it may come as a result of the competition. A Saginaw retail dealer in discussing the rumored movement of the operators said that the latter would make things interesting for the retailers beyond a doubt. "The operators can secure their supplies of anthracite coal as readily as the retailers," he said, "and they can sell it as cheaply. Then they will have the advantage of producing the coal and handling it with less expense than the retailers. It is doubtful if the retailers can secure coal from Ohio or other points and place it in competition with the local article, as the operators will be in a position to make whatever price they choose and the consumer is not likely to pay more for outside fuel when he can get the home article cheaper. Then, too, railroad rates cut a big figure in bringing the outside coal here. So all things considered, the retailer is in a position to do some tall thinking and close figuring if he is to get any profit and not all honor out of the deal. However, there does not appear to be unanimity among the operators over the retail yard business and their plans, if they are maturing, may be checked."

## Eastern Retail Notes.

Samuel Stillman Blodgett, a well-known citizen of Merrimac, Mass., died at his home on Woodland avenue July twenty-second. He was for many years a dealer in coal, grain and general merchandise at Merrimacport, retiring with a competency several years ago. He had been active in town affairs, although not a seeker for public office.

The Baker-Millikin Supply Co., of Baltimore, Md., has been incorporated to deal in coal, iron, cement and building materials and for general construction purposes. The incorporators are William H. Engle, Albert H. Kuhlman, Hunter Millikin, James W. Marshall and D. Milton Beamer. The capital stock is \$10,000, with shares at \$100 each.

The Eastern Coal & Coke Co has filed a certificate of incorporation at Hartford, Conn., showing a capital stock of \$50,000. The company will deal in coal, wood, lumber and building material and is incorporated by William A. Clark, Northampton, Mass.; Frank H. Johnston, New Britain; Grant U. Kierstead, of Hartford, and Pratt Thompson, of East Haven.

V. Baldwin Johnson, one of the most prominent retail coal dealers of Washington, D. C., was found dead in his bed early on the morning of July twenty-fifth, at his residence in that city. The news came as a great shock to all his friends, as his health was fairly good, so that most of his family were away on a vacation trip. Heart failure is ascribed as the cause of death. Mr. Johnson was born in Dorchester county, Md., February twenty-sixth, 1858, and was the son of Alvard Johnson and



Mary Levin (McNamara) Johnson. He was educated in the public schools of his native county and here, entering thereafter St. John's college, Annapolis, Md. A progressive spirit and business enterprise were always uppermost in Mr. Johnson's daily life. The necessary money for his college education he earned himself and obtained a scholarship by competitive examination. While he was clerking in business establishments he prepared himself during leisure moments for his college entrance. A few years after he had finished his college course he embarked in the coal and wood business in this city, in the year 1883, on a very small scale, and it was due to his enterprise and energy that the business thus founded by him has since grown to be one of the largest in that line in the district. Mr. Johnson was compelled to establish a number of offices and branches in various parts of the city. V. Baldwin Johnson was recognized as one of Washington's most progressive and public-spirited business men, and to his suggestions and initiative was due many improvements and innovations in the business community of this city which added to its prestige here and abroad. When Mr. Johnson, in the year 1883, entered the coal business, the only visible shedding for fuel at the various coal establishments in this city consisted of a few square yards of rough roofing, designed and used almost exclusively for sheltering kindling wood. The idea of keeping coal and coke under shelter and in large quantities originated in this city with Mr. Johnson, and its rapid development was due to and successfully pioneered by him. Twenty years ago the Washington consumer knew little, if anything, of the advantages of dry coal over wet coal, and a request of a consumer for dry coal was regarded by the average dealer of that day more in the light of a "cranky" whim than a sensible and just request. Mr. Johnson caused his several yards to be extensively shedded with tin and other waterproof covering. He was a leading member of the Board of Trade and the Business Men's Association. He was also a Mason of high degree. He was a man of sterling character and had been identified with every movement for the upbuilding of Washington since he attained manhood.

## Western Coal and Coke Notes.

### New Western Enterprises.

The Delaware Coal Co. has been incorporated at Des Moines, Ia., by John Lindbloom and A. W. Carlson, Jr. The company will conduct a general coal mining business, and has a capital stock of \$20,000.

The Scandia Coal Co., Scandia, Ia., has been incorporated to buy, own, lease and sell lands, and to mine and operate coal mines in Dallas county, that State. The capital stock of the company is \$15,000, divided into shares of \$100 each, and the highest amount of indebtedness is not to exceed two-thirds of the capital stock. The officers of the company are: W. J. Carney, Chicago, president; T. W. Carpenter, secretary and treasurer, Des Moines, and O. M. Carpenter, of Madrid, Ia., manager.

### General Western Coal and Coke Notes.

The directors of the Kewanee Coal & Mining Co., Kewanee, Ill., will hold a special meeting at its offices in that city August twenty-first for the purpose of voting on the proposition of increasing the capital stock to \$50,000.

The Schewaing coal mine at Schewaing, Mich., has been sold to an Eastern syndicate, H. W. Campbell, of Detroit, taking possession as trustee of the new owners. They propose to expend \$75,000 in improvements, and the work of sinking a new shaft will begin at once so as to be in readiness for an extensive campaign in the early spring.

J. C. McKinley, representing heavy coal interests, in which the Fairmont Coal & Coke Co. is probably connected, has practically completed negotiations whereby the company comes in possession of the Manufacturers' Light & Fuel Co., a few miles west of Bellaire, at Glencoe, Ohio. The property consists of mines ready to operate, covering a territory

of 5,600 acres. It is understood that the price to be paid will exceed half a million dollars. The mine in operation employs about 400 men, and the output is large. The change will probably take effect at once. An effort was made to start the Glencoe mine, owned by this company, a short time ago non-union, but the interference of the union officials put a stop to it.

J. F. Hanson, president of the Central of Georgia Railway, and his associates have purchased 17,000 acres of coal lands in the Birmingham district, the consideration having been over \$500,000. The lands were bought from the Gulf Coal & Coke Co. of Mobile. The Pratt Consolidated Coal Co., it is rumored, is the backer of President Hanson.

The Stouts Mountain Coal Co. has secured an important coal contract in Mexico, and is now shipping half a dozen cars of Alabama coal daily to Mexico through the ports of Pensacola and Vera Cruz. It is understood that the contract runs for a long time and that the coal has proven so satisfactory that a good market for Alabama coal is likely to be opened in Mexico and the West Indies. These markets have for years been supplied from Wales, the English shippers having a practical monopoly. Alabama operators have not heretofore made any very marked efforts to enter Mexico and the countries to the south because of inadequate shipping facilities.

The Northwestern Fuel Co. has taken out a building permit granting them permission to erect coal sheds and other improvements amounting to \$60,000 at their Winter street dock, Superior, Wis. The permit was granted by City Engineer Banks and is in line with the extensive improvements that the coal company now has under way at the dock stated. Frankman Brothers & Morris, who have the contract for the building of the addition to the dock, have started work on the superstructure and expect to have it completed during the month of September. The machinery will be in a position to handle some of the late lake shipments of coal over the dock. While it had been planned to have the dock in working order early in September, the inability to get the principal part of the dredge work done until some time after the contract was let is said to have led up to the delay.

John B. Earl, one of the oldest and best loved citizens of Hopkins county, Ky., died at his home at Madisonville, Ky., on July eighth. The funeral was attended by many of the county's oldest citizens. Mr. Earl had been in very feeble health for more than two years. Earlinton, one of the busiest industrial towns in western Kentucky, was named for him, and he was in the early days of the coal industry in Hopkins county largely interested in the pioneer coal company of the county, the St. Bernard Coal Co. He was more than eighty-three years old and had spent his entire life in Hopkins county, receiving what education he could in the primitive log school house. He afterward, by hard personal study, became a well educated man, and was admitted as a lawyer to the Madisonville bar at the age of twenty-one. He was successful as a lawyer and a financier, and actively practiced his profession with honor and in the strictest integrity, until his health failed in the last years of his life.

People who believe in co-operation are greatly interested in the Caledonia Coal Mining Co. at Saginaw, Mich., all the stock in which is owned and controlled by the workmen who dig the coal. The company has been in existence but a few months, but already it has forced a reduction in the local retail price of coal from \$4.50 to \$3.50 a ton. Started with a membership of 100 and a total capitalization of \$50,000, the demand for coal has been so great as to necessitate the increasing of the membership to 500 and the capital to \$250,000. Some time after it was in full operation, a strike of coal miners closed every other mine in the State of Michigan. Only the Caledonia kept on producing to its full capacity and—true to the principles its owners profess—it did not take advantage by a cent of the opportunity to raise the cost of coal. As evidence that the experiment is so far greatly successful, it is stated, that recently

the Caledonia has leased an additional five hundred acres of coal lands, adjoining its present holdings, and is already at work putting down new shafts.

The Youghiogheny and Ohio Coal Co., which owns 15,000 acres of the finest coal land in Belmont county, extending from Martins Ferry to Barton and four producing mines at Barton and Glenss run, has or will shortly acquire the mine and coal land of the company operating at Lafferty Station, near Flushing, Belmont county, Ohio, and the price to be paid will approximate \$20,000. The sale is probably not yet made, but negotiations are so far advanced as to make it almost certain that eventually the Y. & O. will own the property. The mine is just opened and they have constructed an especially fine steel tippie for loading purposes. Besides this and the other outside working, there are several hundred acres of valuable coal land easy of development by the slope method. The company starting the Lafferty mine was largely financed by Columbus capital, and among the stockholders is Hon. M. D. Ratchford, State labor commissioner. They were just about ready to begin operations. Around the mine a new town of first-class miners' homes are being built.

A deal was closed Tuesday whereby Michael Gallagher, the coal operator and banker of Mount Pleasant, Ohio, takes over the property of the O'Neill Coal Co. at Herrick Station, on the Wheeling & Lake Erie railroad, about three miles from Dillonvale, Ohio. The amount involved, according to Mr. Gallagher, was in the neighborhood of \$75,000, which is considered a fair price for the property. Mr. Gallagher stated that the tippie and mine property were in first-class condition and ranked in value with any similar mine in the Fifth Ohio Sub-district. The output of the mine is now about six hundred tons daily, and this will probably be doubled when the improvements are completed. Several thousand dollars will be spent in building fifty or sixty new houses, new tipples and the employment of new and modern machinery. This work will probably be commenced as soon as the miners and operators reach an agreement and the scale is signed. The property involved in Tuesday's deal besides the mine, equipment and tippie, consists of between 200 and 250 acres of land underlaid with the No. 8 seam of coal. A valuable piece of coal land containing about six hundred acres, owned by the M. A. Hanna Coal Co., is located immediately back of the O'Neill Co.'s plant. It is understood that the two properties will be operated jointly, but whether by Mr. Gallagher or by the M. A. Hanna Coal Co., has not been announced.

## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

The Northwestern Coal Co. has filed articles of incorporation at Woodbridge, N. J., showing a capital stock of \$100,000, of which \$3,000 is paid in. The following hold 1,000 shares of \$1.00 each: G. W. Dally, Woodbridge; C. H. Abbott and Henry P. Walker, of New York. The purpose of the company is to buy, sell and operate coal fields.

The Scranton & Big Muddy Coal Mining Co. has been organized at Scranton, Pa., and will operate within four miles of Pittsburg, Ill., the new coal town in Williamson county. The first shaft is now under way and the company hopes to open a rich bituminous mine. The directors of the Company for the first year are James M. Thomas, Oswald Jones and W. C. Cowles, of Scranton; M. M. Williams and D. A. Williams, of Taylor; Cyrus Gray, of Livingston Manor, N. Y., and B. Gray, of Corry, Pa.

### General Eastern Coal and Coke Notes.

Arrangements have been completed by J. W. Hawkins, a Pittsburg capitalist, to open up seven hundred acres of Freeport vein coal owned by him a short distance east of Derry, Pa.

Charles M. Schwab is negotiating for the purchase of 4,000 acres of coal land in northern Cambria county, Pa., owned by Barnes &



Tucker, Barnesboro. The tract is near Barnesboro and comprises eleven separate operations. The deal involves \$1,500,000.

The Lackawanna Coal Co. is preparing to spend \$100,000 in the improvement of the National colliery, at Scranton, Pa., which was recently purchased from W. L. Connell. The breaker is to be rebuilt upon a larger scale, and the capacity to be increased to 200 tons an hour.

The Pryor Coal Co., whose stockholders are all Westmoreland county, Pa., capitalists, has begun preliminary work on the construction of a coal town for several thousand people near Avella, in Independence township, Washington county, Pa. The company recently secured several thousand acres of coal along the Wabash railroad and will develop it at once.

Sparks from the pipe of a careless smoker in the powder house of the Woodvale shaft of the Rockhill Coal Co., near Altoona, Pa., last week caused an explosion in which four men met their death and a half dozen were probably fatally burned. The accident was the most serious in the history of the mine, which is located one and one-fourth miles from Robertsdale, Huntingdon county.

S. W. Culver, of Wilkesbarre, Pa., is at the head of a company of capitalists who are investing thousands of dollars in coal lands in the Hazelton district. They have purchased from the Reeder estate at Easton the abandoned Evans colliery at Beaver Meadows, Pa., and will develop the veins that were not touched by the former operators of the place. A breaker costing \$75,000, to be run by electricity, will be erected. Nearly 100 houses will be put up for the accommodation of the employees. The company has also bought 400 acres of land at Tank, Pa., where there are good coal and fire-clay brick deposits.

The largest contract ever let by an independent coke concern has been given by the Thompson-Connellsville Coke Co. to John R. Bennett, of Fairmont, who is to build two plants, each of 400 ovens. They will be lo-

cated near the Oriental and Republic works in Redstone and Luzerne townships, where the company owns 1,600 acres of the nine-foot Pittsburg vein. One hundred ovens are to be built at each plant before January first, 1907. Contracts have also been let for two shafts and for about three miles of railroad to connect with the Dunlaps Creek branch of the Monongahela railroad. This will be the largest independent coke plant in the world.

The prolonged idleness caused by strikes in the soft coal regions this year has resulted in the capture of markets which will annually increase the output of anthracite 10,000,000 tons, according to the statements of some of the operators. The fact that the anthracite market was overrun 9,000,000 tons by the operators in anticipation of a strike this summer, and yet that there is little coal in the storage yards now is taken as conclusive evidence that hard coal is making big inroads on the bituminous business. The strike in many of the soft coal districts has enabled hard coal dealers to recapture markets which they lost in the big strike in 1902 and previous strikes extending back twenty-five years, and they confidently count on holding the new trade.

The Crystal Ridge breaker and colliery buildings, near Hazleton, Pa., were destroyed by fire one day last week, entailing a monetary loss of \$60,000, which is fully covered by insurance. The breaker was used as a tipple for the coal taken from the Cranberry mine, and here prepared for market. The sixty sets of men employed in the Crystal Ridge mine were in no danger. They got out through the Cranberry operations. The destruction of the breaker will not cause idleness among many men. Instead of hoisting the coal from the strippings and mine over the old breaker, the company will immediately make arrangements to take the coal underground by another method to Cranberry, where the entire output of the Pardee operations is handled. The Crystal Ridge breaker was one of the oldest in the region. It was built in 1876 and for years was among the most productive in the

Lehigh field. Since 1892, when the Cranberry breaker, destroyed by fire during that winter, was rebuilt, Crystal Ridge had been practically nothing more than a hoisting slope.

The H. C. Frick Co. is going to sink immediately a test hole at its Jimtown coke works, on the Hickman Run branch railroad, near Dawson, Pa., for the purpose of seeing if the Kittanning coal vein can be found. They hope to reach it at the depth of about 800 feet, but the man who has been given the contract for putting down the hole has orders to go down 900 feet. Cores will be taken from all the coal stratas through which the drill may pass. It is the purpose of the company, if the Kittanning vein should be found, to sink a shaft and work both that vein and the Freeport vein, which lies about 300 feet higher. The vein of Connellsville coal from which the Jimtown plant has been supplied is exhausted there and the plant will have to be abandoned unless it should be practicable to develop the Kittanning and Freeport veins. And the determination of this practicability is believed to be the underlying motive of the test hole at Jimtown.

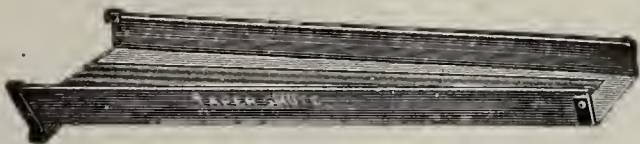
## Southern Coal and Coke Notes.

### New Southern Enterprises.

The Southern Anthracite Coal Co. has been incorporated at Clarksville, Ark., with a capital stock of \$100,000, of which \$60,000 has been subscribed. The officers are R. A. Dowdy, president; J. W. Lemley, vice-president; J. A. Dowdy, secretary, and A. W. Reagan, treasurer.

The Diversified Mineral Co. has been incorporated at Birmingham, Ala. The company proposes to own mines and conduct a general mining business in the State of Alabama. The officers and directors of the company are: Henry C. Loeb, president; Maurice Erdreich, vice-president and secretary, and Louis Gelders, treasurer.

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"Wilkes Barre" "White Oak" Steam  
And other grades Anthracite And other grades Bituminous  
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**General Southern Coal and Coke Notes.**

The Kentucky Coal Mining Co., representing Dayton, Ohio, capital, has bought the coal rights under 2,000 acres of land near Waverly, Union county, Ky. The company has also purchased forty-seven acres of land adjacent to the Illinois Central Railroad, and will sink a shaft at once.

The Birmingham Iron Co. will extend the capacity of its business by the addition of another large and modern equipped coke oven battery, which it has been decided to locate at Short Creek, Ala. The contract for the construction of the new ovens has already been let, the award going to the Oak Hill Marble Works, and work will be started as soon as the necessary men and materials can be placed upon the ground. The new ovens will be constructed at the No. 2 mines at Short Creek and there is no doubt but that the coal supply will be sufficient. The new ovens will be constructed by the latest and most improved manner at a cost of about \$50,000.

A joint Louisville & Nashville and Southern Railway extension into the Clear Fork coal fields has been completed, and one of the most extensive undeveloped coal fields in Kentucky opened. The railroad is sixteen miles long, beginning at Jellico and terminating in Bell county, near the Tennessee border. The two railroad companies waged a vigorous warfare over rights of way into the Clear Fork country, but the matter was

compromised, and the two systems will operate the single line. There is also a project under way for the building of a thirty-mile railway from Somerset, Wayne county, to Corbin, Whiteley county. It will connect the Queen & Crescent with the Louisville & Nashville and new and undeveloped coal fields will be opened.

The Interior & West Virginia Railroad Co. has been chartered in West Virginia to build a line about one hundred miles long from a point near Potts Creek, Craig county, Va., through Monroe county to the boundary of Giles County, W. Va. It is said the new line will be identified with the Norfolk & Western. It will open up new territory with vast deposits of coal and large timber growth.

The Nebo Coal & Coke Co., Nebo, Ky., has made arrangements to build a new town about three miles south of Madisonville, where it has purchased several hundred acres of coal rights. The company is now drilling for coal, and a contract will be let immediately for the erection of about sixty houses. The town will be so situated as to afford convenient shipping facilities, the Louisville & Nashville railroad passing the mines.

The Cumberland Corporation, the recently organized holding company for the Clinchfield Coal Co., of Virginia, and the South & Western Railway, of which the coal company owns the control, has sold \$15,000,000 of six-year 5 per cent notes. The proceeds will be

used to complete the South & Western Railway to a connection with the Seaboard Air Line at Rutherfordton, N. C. The road runs at present from Johnson City, Tenn., to Spruce Pine, N. C., a distance of sixty-four miles. With the extension a new outlet will be made for the Clinchfield coal at the cost of building less than fifty miles of new railroad. The Clinchfield Co. owns 118,000 acres of bituminous coal lands in Virginia on the line of the Norfolk & Western Railroad, and has other holdings of coal lands in the West Virginia fields, which bring the total acreage up to about 300,000 acres. The new holding corporation's capital comprises \$25,000,000 of 6 per cent preferred stock, all paid in, and \$25,000,000 common stock. Besides the ownership of the Clinchfield Co. and the South & Western Railway, the company owns a block of the Seaboard Railroad's stock. The buyers of the notes are Speyer & Co., Blair & Co., and the Old Colony Trust Co.

Several hundred thousand dollars are now being expended in coal developments in the new Clear Fork mining country, opened by the sixteen-mile railroad constructed jointly by the Louisville & Nashville and Southern systems, which begins at Jellico and penetrates the entire Clear Fork river valley. The center of activity is twenty miles south of here. Several big plants are being installed and others are being gotten in readiness for shipments. The construction of railroad sidings, tramways, inclines

and tipples is proceeding at a rapid rate, and when the country is more fully developed, an immense coal tonnage will come down the valley. At the head of the railroad in Bell county the Clear Fork Coal & Coke Co. has just completed a modern plant. The Pruden Coal Co. has also equipped mines on a modern scale near the head of the valley. A short distance from the terminus the Clear Fork Co. and the Straight Creek Coal Co. have finished plants. All four will begin shipments within a few days. The American Association, an English syndicate, has invested several hundred thousand dollars in coal lands in the Clear Fork region. Along the new Cumberland railroad, a ten-mile coal line, beginning near this city and penetrating the Brush Creek valley, extensive shipments are under way. Two big plants have already been installed and two additional new operations are planned. A million dollars probably represents the present investments in that territory. Throughout the Knox-Whitley-Belle mining country activity in opening mines is unprecedented. The two-million ton mark was reached in these counties last year and new mines put into operation this year will greatly increase the amount. During the past winter the strikes in the northern coal fields have opened new markets for Kentucky coal in the North, many long term contracts with Northern dealers and consumers having been entered into.

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# THE BLACK DIAMOND

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★★★

CHICAGO  
CINCINNATI

AUGUST 11, 1906.

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## General Review of the Markets.

With the exception of certain restricted areas, midsummer dullness has the coal markets of the country in its grip. In most sections very little business is being done beyond the meeting of actual current requirements for immediate consumption, which naturally is comparatively small at this season.

The demand for anthracite on the Atlantic seaboard has fallen off considerably from that which prevailed during July, not, however, to an extent greater than what would probably be considered normal for the season, August usually being the duller month of the twelve in this market. While the demand has decreased, production has thus far been maintained and is said to be well up toward full capacity at the collieries. Unless there is a change in this respect, or unless there is a radical increase in the demand from interior points, there will soon be a large accumulation of stock in the neighborhood of New York. In the long run such an accumulation would be an advantage, as it would facilitate deliveries when the rush of the fall business sets in.

New England ports, both on the sound and further east, are taking an increased volume of steam sizes, but otherwise small sizes are not being absorbed in proportion to the domestic sizes. The all-rail trade, which for several weeks has been one of the main supports of the eastern market, is now sharing in the general dullness.

In Buffalo and tributary territory the anthracite market is reported as more active than on the seaboard, but it is not especially strong. Shipments by the lakes from the port of Buffalo are holding steady at about eighty thousand tons per week. A preponderance of the shipments at present are being consigned to Lake Michigan ports.

A considerable proportion of the all-rail shipments of anthracite to destinations in the west is moving directly to consignees in smaller cities and towns. At the larger centers, with few exceptions, the trade continues in the same lifeless condition which it has manifested during the most of the summer. Consumers have not yet become interested in the purchasing of supplies for the winter, and stocks in the hands of retailers seem to be fully adequate for all demands. In Chicago the retail trade is very light, which means small purchases by the retail dealers, as because of their proximity to the storage supplies at the docks they seldom lay in a supply in advance.

Receipts at the Chicago docks have not yet begun to be at all heavy, ranging at the present time under rather than over twenty-five thousand tons per week.

The eastern bituminous coal trade continues in the same listless condition which has characterized it for some time. The demand takes occasional spurts for a few days, but quickly drops back to its former level, and little improvement is anticipated for some time. Shipments by water through Long Island sound and other shoal water ports are fairly active, but otherwise business by water is as dull as in the all-rail trade. Vessel freights are showing an upward tendency. In spite of the slackness of trade, prices for most grades of bituminous coal are being well sustained in the east.

### Question of Car Supply Becoming Serious.

Both east and west the question of car supply is rapidly coming to the front and promises to be a serious feature in the near future. Traffic managers of important roads in all parts of the country are quoted as giving the same reason in partial explanation—namely, that when the strikes curtailed shipments of coal their cars were put to other uses and were permitted to become scattered over other lines, and that thus far they have been unable to get them back onto their own lines. If this explanation were offered by only a few roads, it would seem very possible, but as it is offered very generally, one would suppose that there would be a resulting balance of conditions; otherwise, it is something of a puzzle to tell where the thousands of cars are. The more probable explanation of a car shortage so early in August, in advance of the regularly expected fall movement of farm products, is to be found in the great and continuous prosperity of

practically every manufacturing industry. These industries produce a class of freight much more remunerative to the railroads than the carrying of coal, and therefore the distribution to the mines is largely limited to cars which can not well be used in more profitable traffic. Another cause for car shortage, limited to the roads serving the mines-to-Lake-Erie trade, is the result of the continued vessel shortage, many hundreds of cars being tied up at the lake ports waiting for vessels to be secured for loading with coal at the docks.

### Advance in Lake Freight Rates.

Reports from Cleveland, Toledo, Detroit and the other Lake Erie ports show no improvement in the situation regarding the supply of vessels for transporting coal to upper lake docks. As predicted last week in THE BLACK DIAMOND, the continued offering of premiums has resulted in a formal advance of vessel freight rates, which are now fixed at forty cents per ton to Lake Superior points and fifty cents to Lake Michigan points. As these were the rates already largely prevailing under the premium system, little effect could be expected from the announcement of the new rates so far as resulting in greater willingness on the part of vessel owners to accept coal cargoes is concerned. At least another ten cents advance will be required to accomplish this.

Prosperity continues unabated in the coal fields of western Pennsylvania, West Virginia and Ohio. Many of the mines are sold up and many others so nearly so that they accept orders only at satisfactory prices and subject to advances in price before the time of shipment.

The mines are being worked to the fullest capacity permitted by the shortage of miners and other laborers and by the limited car supply on most of the roads, but notably the Chesapeake & Ohio and the Norfolk & Western.

Some fears have been felt that the market would show a decline when the Pittsburg vein mines resumed, but their output has thus far been rapidly absorbed with absolutely no apparent ill effect upon market conditions. With the settlement in the Coshocton district the strike area of Ohio becomes limited to the Massillon district, where the conferences have thus far been unable to reach an agreement.

Both furnace and foundry coke are in such heavy demand that the ovens are far behind in their orders, with prices stiffly maintained at a high level.

While no material change has yet taken place, several indications point to an improvement in the conditions of the western bituminous market, and a somewhat more hopeful tone is therefore prevalent. Demand has increased slightly; prices, while low, are firmer, and there is a marked decrease in the amount of consignment coal sent to Chicago and other leading markets. Illinois operators are producing about the same tonnage as for some weeks past, but there has been a further curtailment in the Indiana field, many of the mines being entirely shut down for the present.

The change of judgment as to the future of the market, as viewed by the operators in the western bituminous field is in no way more clearly shown than by their attitude in the matter of contracts. During the period of lowest depression, when demurrage coal had created a state of complete demoralization, many feared that a prolonged continuance of low current prices would lead to a slump in the basis of contract quotations. Consumers expected this result and held back from the actual closing of contracts for the year, or demanded a material reduction, which, in many cases, was granted. Now there is a complete reversal. Operators are utterly indifferent as to the acceptance of their outstanding propositions, and are instructing their salesmen not to go after any new business at present rates. Consumers who do not close during the present week will probably find themselves up against a decided advance all along the line. Some operators whose bids name a definite date for acceptance have already announced that the time limit will not be extended.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, August 9.

The somewhat increased demand for western bituminous coal which first made itself felt about the first of the month has continued during the past week, although no additional strength has developed. The operators, however, have not permitted themselves to base exaggerated expectations upon this moderate increase in demand, but have held production at about the volume previously maintained. The result has been a gradual cleaning up of the serious accumulation of car-service coal in Chicago, so that at the present time the local market has ceased to regard such coal as a serious menace. At the same time it is not to be understood that demurrage coal is not to be found, and that, too, in altogether too large a quantity in Chicago. The fact is simply as stated, that the situation in this regard is greatly improved over that of the past few weeks.

#### More Hopeful Tone Is Prevalent.

The general tone of the market is decidedly different from that which has been reported during the most of the summer months. Sales agents and jobbers are beginning to take a fairly cheerful view of the outlook, believing that the near future will develop a largely increased demand and that at entirely satisfactory prices. Based upon this belief, the general attitude is one of patient waiting for the full turn of the tide with a great indisposition to sell coal at sacrifice prices. The explanation of this attitude is based particularly upon the increase in demand and the decrease in demurrage coal, but also upon the expectation that a serious shortage in the supply of cars is impending and that at an earlier date than in past years. There seems to be good ground that this expectation will be fully realized.

Reports from the traffic managers of western railroads give strong support to this opinion. "General merchandise is moving in unprecedented volume and shows no signs of abating. There is now more freight in sight than can be handled promptly, although this is what is usually termed the dull season. Manufacturers say there is a splendid demand for everything and expect no slacking of pace for many months." With industries in all lines keyed to such a pitch complaints of manufacturers of inability to get cars promptly are numerous. In the effort to meet this demand to the fullest possible extent many classes of freight ordinarily shipped in box cars, but which can stand exposure to the weather, are now being shipped on flat cars, thereby reducing the supply of the latter.

#### Cars Diverted to Lumber Trade.

A representative of one of the large systems stated in further explanation that during the strike period every available coal car on his line was diverted to the lumber trade of the south, and that a large proportion of these cars have not yet been returned, and probably will not be for some time. An official of another system states that with his line the shortage is now becoming almost a universal condition, and it is with great difficulty that traffic blockades are diverted. With these conditions existing, and increasing in intensity, the only reason that the coal trade has not felt the effects is to be found in the very light demand for coal which has thus far prevailed, but the moment that the demand for coal becomes heavy the question of car supply will be a serious one.

Springfield coal shows a somewhat increased demand for prepared sizes and a fairly strong demand for screenings. The amount of available demurrage coal has been so largely reduced that it is not producing an especially depressing effect upon prices for shipment from the mines. The prevailing scale of market quotations is low, although somewhat higher than a week ago. A comparison of prices obtained by different dealers shows a considerable range, but probably most of the sales have been made within the following limits, with a stronger tendency than a week ago toward the maximums which in some cases have been exceeded in a slight degree: screenings, 60@70c f. o. b. the mine, or \$1.35@1.45 f. o. b. Chicago; run-of-mine, 80@85c f. o. b. the mine, or \$1.55@1.60 f. o. b. Chicago; prepared sizes, \$1.20@1.30 f. o. b. the mine, or \$1.95@2.05 f. o. b. Chicago.

The operators in this field have in some instances had more difficulty in securing cars than for some time past. Contract business has not yet shown signs of increasing activity and large buyers apparently believe that the bottom has not yet been reached. This idea is doubtless a delusion and the time is close at hand when they will find it impossible to secure from the producers as favorable figures as can be had at the present time.

The demand for Carterville coal shows only about the same moderate increase that has been felt by the producers in the central Illinois field. Prepared sizes, and especially washed coals, are moving much more freely than six-inch lump, which is almost a drug on the market. Screenings are in good demand, but do not bring as good returns as in the case of Springfield screenings on account of the handicap in the freight differential. Prices f. o. b. the mine do not differ materially from those quoted above for the Springfield product.

The northern Illinois field in its country business has felt a stronger increase in demand than other operations of the state. It has also a considerable portion of its contract business closed, although here, as well as elsewhere, many consumers are still laboring under the delusion that they will be able to do better later. Most outstanding propositions to furnish coal on contract have a time limit fixed at August fourteenth, and from the present outlook it is entirely improbable that this limit will be extended. Contracts closed after that date will most certainly be at a higher scale of prices than those now offered.

#### Indiana Coal in Light Demand.

Chicago representatives of the Indiana field are moving very conservatively in the matter of seeking business, declining to swell the volume of trade to the detriment of prices. The market, therefore, is firm, but very light. The market for Indiana coals outside of Chicago is developing only a fair demand, due to receiving the bulk of the output of these mines during the past two months and so having become quite well stocked up.

Reports indicate that in furtherance of the policy of "fair profits or no coal" a considerable number of Indiana mines are entirely shut down. This is said to be true of over fifty per cent of the mines in Sullivan county.

Prices current for Sullivan and Greene county coals on which, however, some discounts are given, are about as follows: Screenings, 75@80c f. o. b. the mine or \$1.55@1.60 f. o. b. Chicago; run of mine, \$1.00@1.10 f. o. b. the mine or \$1.80@1.90 f. o. b. Chicago. Inch and a quarter lump, \$1.20@1.30 f. o. b. the mine or \$2.00@2.10

f. o. b. Chicago; four inch egg, \$1.45@1.55 f. o. b. the mine or \$2.25 f. o. b. Chicago.

#### Eastern Bituminous Coals are Strong.

The strength of the western market for the more eastern bituminous coals continues undiminished. All-rail supplies to the Chicago market are far lighter than the demand, local jobbers having great difficulty in so apportioning the supplies received as to meet the most pressing needs of their trade. Light supply of cars at the mines is a contributing cause, but the chief reason for the light movement in all-rail coal is the backward state of shipments to supply the northwestern trade by way of the Lake Erie ports and the great lakes.

Hopes cherished in some quarters that the shortage in vessel supply would prove to be only temporary have been proven entirely futile during the past week. As reported in the last two issues of THE BLACK DIAMOND, a premium of ten cents per ton above regular freight rates was freely offered. This practice became so general that early in the present week the vessel freight rate was formally advanced to forty cents per ton for Lake Superior ports and fifty cents a ton for Lake Michigan ports. Even with this advance many vessel owners are reluctant about taking cargoes of coal, still claiming that there is more money to be made by returning up the lakes light, and confining their carrying to ore shipments eastward bound. It is freely predicted that another ten cents will have to be added to each of the rates before the difficulty of persuading vessel men to accept coal cargoes will be removed. Even then it is probable that the total vessel supply will not be adequate to meet all demand.

#### Smokeless Coals Advance in Price.

The market for West Virginia smokeless coals is more than firm, some of the mines being entirely sold up and all of them overburdened with orders. Nut and slack sold freely at the mines at \$1.05 f. o. b. the mine or \$3.10 f. o. b. Chicago. Run-of-mine is strong at \$1.25 f. o. b. the mine or \$3.30 f. o. b. Chicago, with an advance of ten cents over these prices already announced for September first, the advanced price to apply to all shipments not actually made in August. The heavy demand in proportion to the supply is for lump and egg on which the circular price is \$1.50 at the mine, but the premium which it is necessary to pay above circular has now advanced so that these sizes are selling at \$1.75@1.85 f. o. b. the mine or \$3.80@3.90 f. o. b. Chicago, and even at these prices orders are accepted only with the express stipulation that if shipment can not be made before September first the price then prevailing will have to be paid. No announcement has yet been made as to the September price, but it is certain to be not less than \$2.00 at the mine.

Splint coals are likewise in heavy demand, the requirements for the dock business being as heavy as ever and all-rail requirements being on the increase. Inch-and-a-half standard Kanawha lump was quoted at \$1.45 f. o. b. the mine or \$3.35 f. o. b. Chicago. Winifrede splint is in strong demand at \$3.55 f. o. b. Chicago, with supplies from the mines barely keeping up with requirements of the trade.

#### Supply of Youghiogheny Coal Inadequate.

Youghiogheny gas coal in the Chicago market has two strong characteristics at the present time—decreasing supply and increasing demand, one large dealer stating that his orders on hand



for immediate delivery call for four times the tonnage which he has on the road. Three-quarter inch Youghiogheny lump is quoted at \$1.25@1.30 f. o. b. the mine or \$3.15@3.20 f. o. b. Chicago; run-of-mine, \$1.15 f. o. b. the mine or \$3.05 f. o. b. Chicago.

Fairmont coal is in stronger demand locally, with an inadequate supply, the mines being over-run with orders from both all rail and lake trade. Current quotations remain on about the same basis as they have been for a week or two past. The resumption of work in the Pittsburgh eighth-vein district is felt locally as well as elsewhere by the heavy demand for this product. It is quoted at \$1.15 f. o. b. the mine or \$3.05 f. o. b. Chicago.

The Chicago demand for Hocking coal remains light, most of the coal consumers being of the class who do not lay in stocks of coal much in advance of actual needs. The urgent demand from the northwest, however, is keeping

the mines running at fullest capacity, so that prices are absolutely firm on the prices quoted in the August circular, which are as follows:

	f. o. b. mine.	f. o. b. Chicago.
Domestic lump .....	\$1.50	\$3.15
Three-quarter-inch screened lump .....	1.40	3.05
Run-of-mine .....	1.15	2.80
Domestic nut .....	1.00	2.65
Pea .....	.85	2.50
Nut, pea and slack .....	.75	2.40
Coarse slack .....	.50	2.15

To the above quoted prices ten cents per ton is to be added when shipment is made in box cars.

Demand for Coke Continues Heavy.

The western coke market is sharing in the prosperity reported as prevailing with this product in other parts of the country. Prices are firm and in some instances sufficient sup-

plies have been hard to obtain on account of a scarcity of labor at the ovens, it being reported that from this cause the production has fallen off twenty-five per cent from that of two weeks ago in spite of the most strenuous efforts of the operators to secure additional help. Connells-ville furnace coke is quoted at \$2.65@2.75 f. o. b. the ovens or \$5.30@5.40 f. o. b. Chicago; Con-nellsville foundry coke \$3.00 f. o. b. the ovens or \$5.65 f. o. b. Chicago; Wise county coke \$3.25 f. o. b. the ovens or \$5.50 f. o. b. Chicago; Pocahontas coke \$2.50 f. o. b. the ovens or \$5.15 f. o. b. Chicago.

The state of the anthracite trade in the west shows no new developments. Movement of the product to this and other western markets con-tinues light, with the demand light both locally and in outside territory, with the exception of those points which take the through rate from Buffalo, without breaking bulk at Chicago; this business continues brisk.

Market and Trade News from the Pittsburgh Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, August 9.

The Pittsburgh district occupies a peculiar po-sition in the coal and coke industry at the pres-ent time. East and west of this section the state of the market, according to reliable reports, is in a more or less unsatisfactory state. In the Pittsburgh district the reverse is the case. It is not our province to theorize or to venture opinions at random, but from what has come under our observation and from the opinions given us by old coal operators here, Pittsburgh deserves the better part of the situation, and has earned the present strong position she occu-pies in the coal field. Experience, which is the result of age, and common sense, which is but another term for good judgment, are the prime factors that are responsible for the strong and commanding position that the coal operators of this section occupy in the coal trade today.

Dearth of Labor Supply Continues.

Everybody connected with the coal and coke industry in this vicinity, from the highest to the lowest, is busy, and many more men would be busy if they could be obtained. The mine dearth of men, principally laborers, continues. Never in the history of the industry in this section has there been such a scarcity of workmen, and not for many years has labor commanded such remuneration as it now asks. Two dollars per day is a pretty stiff price to pay for ordinary un-skilled labor, but that amount is now offered by some of the coal and coke operators. The same shortage of men exists among the large manu-facturing plants, and the same high rate of wages is offered and paid by them.

The mines in the Pittsburgh district are, with but few exceptions, all running full time. The chief exception referred to is at the mines of the Pittsburgh Plate Glass Co., where the men are out by their own volition; the causes of this unusual strike are set forth in detail in another column in this issue of THE BLACK DIAMOND.

Large Sales of Mining Machinery.

Additional interest is added to the present prosperous state of affairs in the district by reports that we hear of the activity among the manufacturers of mine supplies. From a num-ber of them we learn that they are more busy than they have been for many months, and their work is not for mines or ovens in the Pittsburgh district alone. West Virginia, Maryland, and the far west are placing orders for mine equip-ment, and we learn of heavy consignments of fire brick that are being sent to the south and New Mexico to be used in the construction of coke ovens.

The Pittsburgh harbor, and the upper pools also, are full of coal awaiting a boating stage of water. A slight rise occurred in the Alle-gheny last night as a result of the heavy rain above the city. It has been many years since there was such an array of coal crafts in the harbor here or such an amount of coal to be forwarded to the south. Profiting by past ex-

perience, however, the coal shippers will not start out even the smallest tow until a safe stage of water comes; on previous and recent occasions heavy tows were stranded before they reached their destination, for the reason that the proper stage, a lasting stage, had not existed.

There is no change of any consequence in the ruling market price of coal from the quotations in force last week. The market remains strong here, but is somewhat weaker for shipments east. The demand keeps up remarkably well, and is fully abreast of the output; in some instances orders are refused. "Sold up, and won't consider orders outside of our regular customers"; this is a frequent reply to the question as to the general state of affairs given by coal and coke producers.

Pittsburg Prices Current.

Run-of-mine coal is bringing \$1.10@1.20 f. o. b. mine; three-quarter-inch remains at \$1.20@1.30 f. o. b. the mine; lump is quoted at \$1.30@1.40 f. o. b. the mine; and slack is selling for 80@85c per ton f. o. b. the mine. On all grades the prices are firm, and the market remains steady, with a good legitimate demand.

The coke market displays unusual tenacity, and holds up in a remarkable degree. The de-mand has kept up and grown rather than de-creased; this is quite the reverse of the usual state of affairs at this time of the year.

Prices remain the same as those of last week. Furnace coke is selling for from \$2.75 to \$2.90 per ton f. o. b. the ovens; foundry is quoted at from \$2.90 to \$3.10 per ton f. o. b. the ovens. The demand for foundry coke is exceedingly heavy; in fact, we learn of cases where high grade, selected furnace coke has been used for foundry purposes and brought almost the same price.

Coal for domestic use continues without any change. Prices remain the same as per last quotations, but a rise is expected in the near future. The demand keeps up well for such a hot period as now exists.

The present satisfactory state of affairs in the coal and coke industry is expected to continue in Pittsburgh. It is a rare thing to find any one that is not contented with the existing surround-ings, and everybody not only hopes for but most confidently expects a continuance of the present business that is coming to the district.

GENERAL AND PERSONAL NOTES.

The name of Pickands-Magee Coke Co. has been changed to the Pickands-Magee Co., the offices of the company remaining at rooms Nos. 1363-1367 Frick Annex.

George W. Theiss, vice-president of the Monon-gahela River Consolidated Coal & Coke Co., is back to the city from New Orleans, where he spent a number of days on business for his com-pany.

In the offices of the different coal companies that ship by river many of the principals and em-ployes are away on their vacations. Grass is growing on the wharf, where a few weeks ago

everything was hurry and bustle; but when the rise comes activity will revive.

A block of 1,100 acres of coal property in Mor-ris township, Greene county, Pennsylvania, has just been purchased for \$117,000 by Joseph E. Barnes, of this city, from George F. Auld and C. H. Bowlby, of Greene county.

W. H. Crump, master of transportation of the Monongahela River Consolidated Coal & Coke Co., has left the city on his annual summer vaca-tion. Mr. Crump will make a tour of the eastern cities, traveling in his automobile, and will be away several weeks.

What promises to be a daring test of a newly patented safety device for mine cages will be made in Shaft No. 1 of the Pittsburgh Coal Co.'s mine at Coolie Station some day this week. T. C. Milberry, one of the patentees, will stand on the cage 100 feet from the bottom of the shaft and permit the cable to be cut. A patent for the device was granted Taylor, Mc-Millan and Milberry of Castle Shannon about one month ago. A large number of coal operat-ors have been invited to witness the test.

There has not been such a shortage of labor in the Pittsburgh section for many years as there is at present. This is true as regards the coal mines and coke plants, and is also the case with the iron and steel industries. The various plants of the great National Tube Co. and the W. D. Wood Co., the United States Iron and Tin Plate Co., the McKeesport Tin Plate Co., and in fact all the industries of that busy city—McKeesport, are scouring the country for men, principally laborers. The big contracting firms are also short of men, and report that they can not get them at \$1.75 to \$2.00 a day. The high-est price ever paid labor in this section is now being offered.

Patrick Finney, president of Local No. 1943, United Mine Workers of America, who is em-ployed in the Bertha mines of the Pittsburgh-Buffalo Co. at Bruceton, has been put forward by his local for a nomination for the legisla-ture in the twelfth legislative district. He has been promised the support of the miners. The nomination of Mr. Finney is the first time a union in this section has come out strong for one of its members. It is the intention of the Union Labor party at its meeting on August ninth to put up union men, but there is great opposition to this among many of the organiza-tions, and the leaders of the movement may not be able to carry out their plans.

The Pittsburgh & Somerset Coal Co. is a new concern recently formed with the following offi-cers: W. C. Magee, president; Frederick Rowe, vice-president and general manager; C. S. By-gate, secretary; and M. C. Briggs, treasurer. The company has purchased the South Side and Shanrock mines, located on the Somerset & Cambria branch of the Baltimore & Ohio rail-road. They are now actively engaged in mining coal, and are in a position to turn out a thousand tons per week from each mine. The coal mined is a high grade Somerset smokeless product, and



commands a ready sale. The entire output of the new company will be handled by the Pickands-Magee Co., Frick Annex, Pittsburgh, Pa.

Contracts have just been awarded to the W. G. Wilkins Co. of this city for a steel coal tippie for the Davis Colliery Co. to be built at its No. 40 colliery, at Copen, Braxton county, W. Va., on the Coal & Coke railroad. The capacity of the tippie will be 4,500 tons a day, the coal from three pit mouths all going to this point. The tippie is to be 200 feet wide, with three dumps and seven railroad tracks underneath for loading the coal into the cars. The Wilkins Co. also report that they will make extensive improvements for the Crab Orchard Improvement Co., at Beckley, Raleigh county, W. Va., where two shaft mines are being opened up. The same company is also preparing plans for a large steel tippie for the Penn-Mary Coal Co. for their mines at Hellwood, Indiana county, Pa. This tippie will be of about the same size and capacity as the one to be erected for the Davis Colliery Co.

All of the railroads entering Pittsburgh have been notified that the old ordinance, which heretofore has been a dead letter, relating to the use of soft coal by all locomotives while in the city limits, will be vigorously enforced. The ordinance plainly specifies "all locomotives conducting trains within the city," and this applies to all through trains as well as local. The railroad companies are up against a hard problem. Just how they will arrange matters so that soft coal will not be used while the locomotives are within city lines is a problem of no small proportions. It is at least twenty miles from the

eastern end of Pittsburgh to the western end of Allegheny City, and several stops are made between these points by all through trains as well as by all locals. However the matter may be settled, it is expected that if the city authorities push the anti-smoke matter and compel the abolishment of soft coal by the locomotives, as stated, and also by the manufacturing plants and buildings in the business section, it will result in a great boom for coke and anthracite coal.

Although paying the scale of wages to the men in their mines which was set by the miners' union, but not recognizing the union by signing the scale, the Pittsburgh Plate Glass Co. asserts, in a suit filed today, that the members of the union are trying to coerce the company into this recognition against its wishes, and has so acted, it alleges, that its business has been greatly interfered with. An injunction from the courts is sought to restrain some fifty of the miners, who are alleged to be members of the union, from any further interference, and the permission is also craved to add additional defendants from time to time as they may be discovered and have them restrained also. On June thirteenth, 1906, it is alleged, the defendants demanded that the glass company recognize their union, and sign their scale, which demand was refused, the company replying that they were paying, and had always previously paid, the existing union scale. To coerce the company into recognizing the union and to sign their scale, it is alleged that the miners and other employees quit work and by force, threats and intimidations caused many other employees to quit also. In the bill of complaint presented in the

suit the company also claims that the defendants are committing depredations that are unlawful, and that they have threatened the life of a number of people in the employ of the company. The present state of affairs between the plate glass company and its miners is the outcome of one of the stubbornest strikes of its kind in this district that has occurred for a long time. Its result can only be one way, a full victory for the company, and this would have occurred ere this if the miners' union had not stepped in and endeavored to make this a test case.

There are several hundred miners employed in the mines of the Amyville & Youghiogheny Gas, Coal & Coke Co. and the Colonial Gas Coal Co., who are clamoring for over two weeks' pay, which was due them last Saturday. They are also much worried over the closing of the mines following the two companies being declared insolvent, and would like to know the whereabouts of the president, R. B. McIntosh. The mines of the two companies are situated about eight miles back of Carnegie, and some days ago they were closed and a notice of the insolvency posted. C. E. Riddle, McIntosh's bookkeeper and paymaster, was appointed temporary receiver and although the miners have made frequent demands for their pay, they state that it has not been forthcoming. There is a report that President McIntosh left his office in the Conestoga building on Thursday, July twenty-sixth, saying he would be gone for a short time only, but failed to return. According to the receiver, McIntosh has gone to his former home in Nova Scotia, accompanied by his wife.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, August 9.

There is very little change to report in the Cincinnati market this week. The demand for smokeless coal keeps up, and is ahead of the production, in some instances, while the demand for splint coal is not keeping pace with that for Pocahontas and New River. Nut and slack is alternately scarce and plentiful, with the market rather firm and no changes in prices. That is a brief résumé of the general conditions existing here this week. To be added to this is what really ought to have preceded, for it is more important, namely, the matter of cars. The Chesapeake & Ohio is the great offender this week, with the Norfolk & Western a good second. All at once the railroads have come forward with an unusual shortage of cars, and the coal men, or at least many of them scent in this a season of aggravation from this source. The general prosperity of the country is responsible for the extraordinary demand for railroad cars, and coal being about the lowest class of freight, suffers first from a shortage of transportation facilities.

Then, again, there seems to be a decided shortage of vessels to take coal away from the railroads, and there have been numerous embargoes placed on various docks during the past two weeks or so. The inability of shippers to get vessels to take their coal to the northwest is not affecting the car supply at the mines to a great extent by allowing a vast number of cars to stand loaded at the docks. The railroads are watching that very closely, and they place an embargo upon shipments to any dock that has not vessels in sight. The shortage of cars at present is probably due to the enormous volume of general business throughout the country. The cry for flat cars was never so loud as at present. As flat cars are used for general merchandise more than hopper bottom cars, the foregoing statement would seem to be most reasonable. At any rate, the feature of the coal trade here this week is the extraordinary shortage of coal cars. The complaint is not one from any particular location or railroad, but from all points, and all the coal railroads. When conditions will be better no one can foretell.

These conditions are well known to nearly all the producers and shippers of coal; but when they are made known to the buying public, espe-

cially the dealers in the smaller cities and towns, these dealers are very likely to smile a knowing smile, as much as to say: "You are trying to make me buy, and as you seem very anxious to sell, I think I will hold off awhile." Later in the year, when these same dealers send in their orders and literally beg for coal at greatly increased prices, one can scarcely refrain from rejoicing. Yet this same thing takes place with almost clock-like precision nearly every year.

### Smokeless Coal in Heavy Demand.

The demand for smokeless coal at this moment is greater than the supply, so it is not wonderful that the market is very strong and that a premium is exacted by the shippers and producers on all the coal they are selling. The quotation on Pocahontas and New River lump and egg coal is \$1.50 a ton; yet it is impossible to buy a car in this territory for less than \$1.85 a ton at the mines, and all orders are taken with the distinct understanding that if the order is not filled prior to the first of September, the order is either cancelled or filled at the current market price at the time the coal is to be had. Smokeless run-of-mine is not as firm as lump and egg; but a number of concerns report that they are refusing orders for run-of-mine at \$1.25 and asking \$1.35, a premium of ten cents for reasonably prompt delivery.

In the splint market there is not the strength by any means that there is in smokeless coal; but the market is in fair condition, and much more likely to improve than to go the other way. The scarcity of cars, rather than an excessive or even good demand, is responsible for this condition of the market. One of the largest selling agencies in the city sent out a letter to its branches and agents today saying that the company did not care for any more orders for lump coal at any price until after the first of September. This concern showed a number of orders on file, at \$1.75 a ton at the mines, for comparatively large quantities of its lump coal of special preparation. This is an exceptional case, however, and not the general rule. The general splint market is in fair condition, and a moderate price for ordinary lump is \$1.50 a ton with a very few willing to sell at \$1.40. One dollar a ton for run-of-mine is a conservative quotation. A number of concerns have suddenly stiffened up on this grade

on account of the scarcity of cars. Nut and slack is firm at former prices, which are from sixty-five to eighty cents a ton at the mines.

River lump coal is very firm at former prices, namely, seven to eight cents a bushel of 2,688 cubic inches, while nut and slack is positively scarce at five to six cents a bushel afloat in barges. From the appearance of the weather map today, and the report of the rainfall at the headwaters of the Monongahela and Allegheny rivers, it would not be surprising if a rise in the rivers at Pittsburgh should follow and allow a shipment of lightly laden coal crafts from that city to Cincinnati and Louisville. This would be welcomed by the river shippers and dealers.

The retail trade of the city remains in good condition with no changes in prices. Standard lump sells for \$3.25 a ton delivered to families, anthracite \$7.50, and Pocahontas and New River \$4.00.

### NEWS NOTES AND PERSONALS.

Frank Ellison, of C. G. Blake & Co., is back from an extended business trip to the northwest.

Lee Shaffer, the well-known Hamilton, Ohio, coal dealer, was in Cincinnati part of the week.

R. H. Lyman and R. S. McVeigh, of the Island Creek Coal Sales Co., have just returned from a ten days' trip to New York.

J. H. Briscoe, assistant western manager of the Chesapeake & Ohio Coal & Coke Co., is now on the Pacific coast enjoying his honeymoon.

C. H. Hudson, a well-known attorney who makes a business of representing coal companies, was here for a day or two this week, and returned to his home at Logan, W. Va.

Morris O. Brooks, general manager of the Chesapeake & Ohio Coal & Coke Co., was a visitor at the company's Cincinnati office this week and returned home to Richmond, Va., by way of his company's New River mines.

The Hartwell Coal & Feed Co. has been incorporated with a capital stock of \$10,000. The incorporators are Jay Brown, J. H. Felat, George F. Barrick, W. P. Martin and Milo Beatty. Hartwell is a beautiful suburb of Cincinnati.

W. H. Ball, who is sometimes referred to as the largest coal buyer in the United States, was a business visitor here during the week. Mr.



Ball is the purchasing agent of the great Semmet-Solvay Co., of Detroit, and he frequently buys as much as 300,000 tons of coal at a time. While in Cincinnati he was entertained by William Burlingham.

A telegram to a local daily is authority for the statement that a syndicate of New York capitalists has made an offer of \$500,000 for 10,000 acres of coal lands in Summers county, West Virginia, lying along New river, between Hinton and Thurmond. It is said that this is the last large tract of coal to be had in West Virginia. None of the local coal men knew anything about the deal.

The Virginia & Kentucky Coal Sales Co. is the very latest new coal and coke concern in Cincinnati. It has opened up sumptuous offices in the First National Bank building, and has already sold a remarkably large tonnage of coal and coke. E. R. Carter, a most capable and popular young man, with a wide previous experience in the coal trade, is in charge of the office of the company.

S. F. Dana, president of the Campbells Creek Coal Co., is spending the heated term at his summer home in the Thousand Islands. He usually goes north about the first of July and remains until September. Very often he spends the entire winter in the south. He has one of the finest homes in Cincinnati. His business is constantly in the hands of trusted and capable partners and employees.

The Cincinnati Chamber of Commerce reports for the month of July show that the receipts of coal at Cincinnati during July were 5,864 cars, compared with receipts of 5,620 cars during the month of July, 1905. The shipments during July this year were 3,621 cars, compared with shipments of 2,836 cars during the same period last year. The receipts of anthracite this year in July were 88 cars, compared with 30 cars last July.

Superintendent James O. White, of the Union Bethel, is trying an interesting experiment among fifty of the very poorest families that come under his observation and supervision. He is attempting to get each family to deposit with him a small sum of money each week with which to buy coal when cold weather comes. The report that he will buy a horse and wagon with which to make his deliveries of coal is denied. Superintendent White's idea is not to "bust the coal trust," as

has been reported, but to teach many improvident heads of families to save small sums of money for future contingencies, and incidentally lessen his own work of trying to keep these same poor people supplied with fuel in the winter time. The coal men look with favor on the plan, as they would much rather give Superintendent White a close price on a good round lot of coal than to donate a much smaller amount to the same people.

W. W. McGuffin is the most recent notable addition to the Cincinnati coal colony. Upon moving the main office of the New River Coal Sales Co. from Sewell, W. Va., to Cincinnati, Mr. McGuffin moved to Cincinnati with the office, and is now busy making friends and getting business. Mr. McGuffin is in charge of the office of the company and holds the positions of both secretary and treasurer. He is also secretary and treasurer of the Kentucky Coal & Lumber Co., which is engaged in buying and leasing coal and timber lands as well as acting as sole agent for McGuffin's big "Pike" splint coal mine, on the Norfolk & Western railroad. The headquarters of both companies are located in a handsome suite of rooms on the Fourth street front of the Fourth National Bank building. Mr. McGuffin has already made many friends here, as he is the kind of a man who makes friends wherever he goes. He reports current business with his companies.

Colonel J. C. Beebe, general manager of the Guyan Valley Fuel Co.; R. H. Lyman, Cincinnati manager of the Island Creek Coal Sales Co., and R. S. McVeigh, western manager of the same company, together entertained a distinguished party of coal men here this week. Among the number were A. F. Holden, of Cleveland, Ohio, president of the United States Coal & Oil Co., which owns practically all of the former named companies, and H. H. Coolidge and A. E. Clarke, of Boston, directors of the same company. A Mr. East, a native of Peru, South America, was also in the party, which thoroughly inspected the holdings and extensive properties of the United States Coal & Oil Co. at Holden, W. Va., as well as the gigantic plants of the subsidiary companies at Huntington, W. Va., and at North Bend, Ohio (Cincinnati suburb). The visiting gentlemen, who have their millions of dollars invested in the plants mentioned, seem well pleased with their properties, and highly complimented their managers who have charge of the various plants.

## The Detroit Coal Trade.

DETROIT, August 9.—(*Special Correspondence*.)—Good demand and weak market—this just about characterizes the coal situation in this city today. Demurrage coal has knocked the bottom out of prices temporarily, but the conditions in general are very good and the prospects for a busy fall were never better. Yet there arises the bogey "car shortage" to plague the trade, and Detroit shippers are worrying for fear of a serious scarcity of coal this fall. The Hocking Valley road is affected, this being its first experience with a car shortage in years.

Outside of the big demand for cars in the west and from all the manufacturing towns in the country, there is another element which makes the situation still more serious, and that is the tie-up of cars at the lakes. Lake rates went up today ten cents and there is no telling how much higher they will go. The vessel shortage has flooded the Detroit market with free coal and this has a demoralizing effect on prices.

The Hocking Valley docks at Toledo broke down last week. Yesterday Hocking slack sold for forty cents and one lot went for thirty-five cents. The coarser grades are holding pretty firm, however, and dealers who have not been forcing things by ordering cars on consignment are very cheerful nowadays.

Pocahontas is in fair demand, though the price on that coal has experienced a slight drop from what it was last week. The No. 8 mines of Ohio are having their troubles on account of the car shortage. During the strike, which, so far as No. 8 is concerned, has only recently been set-

tled, the Wheeling & Erie railroad used to send its cars to the Pittsburg district. Now that No. 8 has started up again, it finds great difficulty in getting cars to ship its output.

The only kind of coal that shows strength this week is smokeless. New River has sold for \$1.35, an advance of ten cents over last week, and Pocahontas is even higher.

C. J. Andrews, local representative of the Sunday Creek Co., has been having a great struggle for his life during the past few days. After passing the typhoid fever crisis successfully, he became affected with other complications which made his condition very serious for some time. Last accounts, however, indicate that Mr. Andrews is much improved and his family have great hopes that he will pull through. Mr. Andrews is one of the most popular coal men in the city.

W. J. Mullins, manager of the James Mullin Coal Co., of Cleveland, who, with his family, has been spending a few weeks at Mt. Clemens, is now visiting friends at the Rushmore club at the Flats and will remain there several weeks.

M. W. Schlueter, formerly connected with the American Coal & Coke Co., is now in the employ of W. J. Scully.

The old coal mining concern which formerly went under the name of the Owosso Coal Co., now the Eureka Coal Mining Co., has leased 320 acres of land near Owosso, Mich., and has cleared out the mine. It soon expects to take out two hundred tons a day. The officers are: President, Harry Gay, of Chicago; superintendent, Carl Pickert, of Corunna, Mich.; mine boss, James Davis, of St. Charles, Mich.

## The Coal Trade at Toledo.

TOLEDO, Ohio, August 9.—(*Special Correspondence*.)—The month of July has been, generally speaking, very satisfactory from all points of view, and August opens with every indication pointing to a much better period along all lines of trade. Lake shipments are increasing every day and the time has arrived when procrastination can no longer be tolerated, for at best hardly more than four months of the lake shipping season remains. With the large amount of coal yet to go forward, it is not only probable but certain that August will see almost twice as much coal leave the local port as was shipped during July, and yet this month was ahead of June. Judged with a year ago, the two months were about the same.

The trade of northwestern Ohio is entering upon what is declared to be one of the best seasons experienced for some time. True, there is some indication of a car shortage, but from best sources it is hardly to be expected that it will become much of a factor inside of two months. This, with the increased demand everywhere noticeable, affords an outlook for good business, and as a general thing dealers are straining every effort to get their share of the business. Trade has been somewhat slow during July, but this is due to midsummer, always a dull time of the year, and with the advent of August thoughts of consumers are more or less turned to cold weather and to the purchase of coal.

### Advanced Prices, Present and Prospective.

Dealers handling the smokeless coals have been notified that beginning this week prices are to advance, with the intimation that along about September first a further advance, totaling something like twenty-five cents a ton in toto, may be expected. This is the only advance to be reported thus far, although by the first of September anthracite coal will go to \$7 at least, and possibly to \$7.25, although it is not yet certain but that this latter figure may not go into effect before the first of October or November. There seems to be a sentiment abroad that the prevailing winter price of anthracite coal will be \$7.50 instead of \$7.25, as a year ago.

Inquiry among anthracite coal dealers who do any business by water at all reveals the fact that to date there has been very little anthracite brought to Toledo by water. Owing to the delay occasioned by the strike early in the spring, rail business was attended to first, and now with that well in hand, attention is being turned to water business. This, of course, refers entirely to imports and not to exports, for as a matter of fact no anthracite coal leaves the Toledo port.

### The New Car-Service Regulations.

Beginning September first the new regulations of the Toledo Car Service Association will go into effect unless some other agreement is reached, and this does not seem likely. The new rules provide for a strict enforcement of the law which requires freight to be unloaded within forty-eight hours after arrival or the collection of demurrage charges. Shippers are fighting the proposition bitterly and are endeavoring to have the railroads return to the former policy, which allows more than forty-eight hours, but thus far the railroads are turning a deaf ear to the entreaties and declare that it is forty-eight hours or nothing.

But even at that, Toledo is better off than some of the other cities in the state. In some instances the change went into effect a couple of months ago, but owing to a fight over the management of the local association the change was delayed until September first. Fearing that the manager, who was a Toledo-born man, might have been inclined to deal leniently with some of his friends, a fight was started for a new man. This was long drawn out and has just been settled by the selection of another man, J. E. Elliott, who comes from Indianapolis.

The city council is at present working over an attempt to have a public supervisor of scales, whose business it will be to see that all retail coal and ice men give their customers full weight. Insinuations of short weight have been so frequent of late that the city fathers have at last determined to take a hand in the fracas and see if the charges are with or without foundation.



## The Missouri River Coal Trade.

KANSAS CITY, Mo., August 9.—(*Special Correspondence*)—The trouble between the miners and the operators of the Noringer district in Missouri probably will be settled this week by arbitration. A committee consisting of two operators and two miners has been selected for the purpose of making a personal examination of mining conditions in the Noringer fields. This committee is composed of J. T. Davis, of Bevier, Mo., Martin Rabbit, of Noringer, representing the operators, and George Manuel and Robert Jackson, representing the miners.

This committee will go to Noringer this week. After a study of the conditions there a comparison will be made with conditions with which coal is mined in the Bevier district and a wage scale will be decided upon, which, it is hoped, will be satisfactory to both sides.

This committee has been instructed to report back to the two associations within three weeks. Bennet Brown, commissioner of the Southwestern Coal Operators' Association, said last night: "The committee probably will not take so much time to prepare its report, however, and it is expected the report will be favorably received."

W. C. Perry, president of the operators' association, has gone to Michigan on a vacation. He probably will be gone three weeks.

William S. Woods, of this city, trustee in bankruptcy of the Kansas City Coal & Coke Co., has filed suit in the circuit court to quiet the title to the tract of ground which was used as

the yards of the Kansas City Coal & Coke Co. The suit is an interesting one. The Kansas City Coal & Coke Co. was largely controlled by Charles J. Devlin and W. E. Thomas, and since they became bankrupts the property is claimed by different creditors. Mr. Woods claims the property as trustee of the Kansas City Coal & Coke Co., because, he says, he bought the land and used it for years and paid the taxes on it.

But Devlin and Thomas were officers of the company and James E. Hurley and Cyrus Leland Jr., trustees in bankruptcy for Devlin, claim title to all of the property. Frank A. Lewis, trustee in bankruptcy for W. E. Thomas, claims an interest in it, too. Mr. Thomas in October, 1903, had given Mrs. A. J. Sample a half interest in part of it and she pledged the interest with the American National bank, and the bank claims the property, too. The Bankers' Trust Co. also claims it and so does the Central National bank of Topeka.

The Cudahys, proprietors of one of the largest packing plants here, are said to be planning to pipe natural gas to St. Louis from their Indian territory and Kansas holdings. With them are associated three of the largest individual gas producers in Kansas. They have taken a full inventory of the total production of their holdings, it is said, and found themselves fully able to supply St. Louis. The wells which the Cudahys own about Bartlesville, Ind. Ter., are alone producing 200,000,000 cubic feet of gas per day.

investigation and the burglars fled. Mr. Watson fired two shots at the fleeing forms.

The Superior Pocahontas Coal Co. has absorbed the Blackstone Consolidated Co., the Davy Crockett Coal Co., and the Helena Coal & Coke Co., and is arranging to open two mines on Davy creek. Justus Collins, of Charleston, W. Va., is the president and chief owner of the company.

### The Ohio Coal Trade.

CLEVELAND, OHIO, August 9.—(*Special Correspondence*)—Most of the mines in the eastern Ohio field, where Cleveland people are so largely interested, are now in operation and are producing a fair amount of coal. Some time was necessary to get the mines in shape to produce the usual output after the men did get to work, and some of the operators did not get their first reports until late last week. In fact, this was the case with most of them. The operators expect to push their business now to make up for lost time.

#### Employment of Former Strike-Breakers.

Trouble was encountered at the Moore's Run mine and at the mine belonging to the Glens Run Coal Co. on account of the non-union men who had been employed. The arrangement when the scale was signed was that these men should continue work and be made members of the union if they desired to continue in the employ of the company. The officers of the district seemed to be divided on this matter, one of them telling the union miners that they need not work until the new men were discharged and another saying that they should go to work at once. The men did not go to work, however, holding to the idea that the companies should discharge all the men they had had in their employ during the strike. A meeting of officers of the union and representatives of the operators was held at Columbus late last week and the matter, so far as it concerned the Glens Run Coal Co., was settled and the men went to work this week. The Moore's Run matter was not adjusted. It is said that another mine is affected in the same way, but is can not be learned what one it is.

In a general way conditions in the trade here shows an improvement over last week. Prices seem to be fairly firm, although the demand is rather weak. Shippers believe that if they can get through August without suffering from demoralized prices they will be all right. September, they think, will bring an increased demand from the manufacturers and that lake shipments will take up a great part of the increased production due to resumption of the eastern Ohio mines. So far this has had little effect upon the local market, as most of the coal has gone to upper lake ports.

#### No Settlement Reached in Massillon District.

The operators and miners of the Massillon district are holding conferences this week, but so far no result has been announced. When the conference was adjourned some time ago there were three points of difference between them that seemingly would be hard to get out of the way, but as all the other districts are now moving peacefully, the probability is that they will be able to get together more easily. Owing to the delay in settlement this district will be rather late in getting its product on the market and the prices may be affected to a considerable extent thereby. Retailers who have been getting their supplies for early delivery in September will probably be short for a time, if they did not secure a supply before the strike was called in anticipation of some such trouble. Some of the larger companies here did take that precaution, but the smaller offices here, as well as in the country towns, probably have a very small supply.

The settlement of the strike in the Coshocton field last week was upon the basis of the 1903 contract. In fact, it is said that the new agreement is almost exactly like that.

Vessel tonnage is in great demand here now and some of the shippers are unable to secure as

## Mining News from West Virginia.

WHEELING, W. VA., August 9.—(*Special Correspondence*)—The week has been productive of considerable activity in the way of new enterprises and a reorganization of established properties. The overshadowing project is the New River Co., which has been organized by Samuel Dixon, of New River, Phineas W. Sprague and other Boston capitalists, to take over the New River Fuel Co.'s holdings.

The area involved is over 50,000 acres, about one-third of the entire New River district, most of it virgin territory. Twenty-nine shipping mines are already included, and new ones will be opened. Among the companies owned by the new organization are the following: Macdonald Colliery, Sugar Creek Coal & Coke Co., White Oak Fuel Co., Mabscott Coal & Coke Co., Stuart Colliery, Dixon-Pocahontas Fuel Co., Great Kanawha Colliery, Collins Colliery, Cranberry Fuel Co., Price Hill Fuel Co., Beckley Coal & Coke Co., Dunn Loop Coal & Coke Co., Harvey Coal & Coke Co., Prudence Coal & Coke Co. The concern has an authorized capital of \$15,000,000, divided into \$5,000,000 preferred six per cent and \$10,000,000 common stock. The New River Fuel Co. was organized two years ago with \$5,000,000 capital, and its outstanding stock has been already negotiated for on a basis of one share of preferred and two shares of common in the New River Co. stock.

Samuel Dixon has been made president; W. A. Paine, first vice-president; S. F. Kelley, second vice-president; J. W. Smiley, secretary and treasurer. Such a large venture a few years ago would have occasioned large attention, while now it excites little more than a ripple. The reorganization's interest is lessened from the fact that the properties were nearly all merged two years ago, and embrace additionally the mines and land tracts since secured by Mr. Dixon.

Extensive improvements are planned for the old Coalburg mines in the Kanawha district, which have passed out of a receiver's hands into the Coalburg-Kanawha Mining Co., at whose head is William Seymour Edwards, a wealthy and progressive business man of Charleston, W. Va. He first opened up the mines in 1864, and they were the first to be important shippers in that territory. Bad management in late years made them unprofitable. Mr. Edwards says he will construct model miners' dwellings and install new equipment.

The Paint Creek Terminal Co. has been chartered to operate a colliery in the Kanawha field, and the incorporators give their addresses as

26 Broadway, the Standard Oil Co.'s New York address.

The July tonnage out of the New River field was 130,000 tons less than for June, amounting to 372,535 tons of coal, and only 395 cars of coke. Several mines were not in operation, undergoing repairs, and a shortage of labor rounded out the cause for the decrease.

Organizers Springer and Flaherty have been circulating along the line of the Morgantown & Kingwood railroad with a view to organizing the men employed at the mines of the West Virginia Coal and the Connellsville Basin Coal & Coke companies, as well as smaller plants. This is the first serious effort in this line, but the chances for success are not any brighter than in other years. The failure of West Virginia to heed the last strike call ought to be significant. But the agitators have to make a show of activity.

#### GENERAL AND PERSONAL NOTES.

A. C. Alexander, store manager for the Thurmond Mountain Coal Co., was married last week.

Edward Pinkney, formerly a state mine inspector, has become general superintendent for the White Oak Fuel.

The Keystone Coal Co., of Greensboro, Pa., which has secured land on Gauley river, is preparing for active development.

John Laing, who has been general superintendent for the New River Smokeless, has resigned to develop property he owns on Paint Creek.

Robert Watson, formerly superintendent of the Mucklow mines, has succeeded J. N. Schweitzer as superintendent of the New River & Pocahontas Consolidated Coal Co.'s Minden mine.

George Wolfe, who has been promoted to be assistant general superintendent of the development work for the Berwind-White Co. on Tug river, in the Pocahontas district, received his early training with the Collins Colliery Co., on New river.

Burglars made unsuccessful attempts to rifle the homes of Lee L. Malone, the general manager of the Fairmont Coal Co., and James O. Watson Jr., who has an interest also in that company, at Fairmont a few nights ago. On being aroused by the noise Mr. Malone made an



much as they need. This is especially true of those who wish to reach the smaller ports. The large vessels can not enter the shallow water ports and could not be induced to go out of their way much if they could do so. Many are now so busy with ore that they are going up light. The supply of tonnage with this class of steamers is much better than with the small ones.

### The Hocking Valley Trade.

COLUMBUS, OHIO, August 9.—(*Special Correspondence*).—The big coal companies and the more aggressive of the smaller ones report a very satisfactory condition of business. Some complaint of dull trade comes from conservative sources, but the situation on the whole appears to be very favorable. Lack of bottoms in the lake trade continues to be the most serious feature. The docks at Toledo, Detroit and other ports are still congested, although within the past week there has been some slight improvement in this respect.

In some instances mines have been compelled to close down for a day or two at a time awaiting the distribution of cars, large numbers of which are constantly kept tied up at lake terminals. At present writing everybody is fairly busy. As an indication of this one of the large companies on Tuesday of this week loaded seven hundred cars at its Ohio and West Virginia mines. A very hopeful outlook is taken of the fall and winter trade. The predicted car shortage, which is liable to develop in an aggravated form at any time, is expected to stimulate prices beyond those realized the last three months of 1905, when domestic coal reached \$2.75.

### Domestic Trade Remains Quiet.

As yet the domestic trade has not taken on any great activity. The delay of dealers in laying in stocks, it is believed, will prove even more costly than a year ago. Prices range between \$1.25 and \$1.50. The market on ordinary grades of steam coal lacks strength. There is said to be still much storage coal in existence. Slack remains in good demand, despite the quantity that has been thrown on the market by the heavy production of coal during the past five weeks. The boom in this grade of coal is enjoyed at the expense of nut, which is very dull.

In the higher qualities of West Virginia coal, orders for War Eagle smokeless are being refused, as it is impossible to meet the demand. Prices on Pocohontas have been advanced to \$1.85 for domestic lump and \$1.35 for run-of-mine.

There is much talk of the development of new coal territory in the Hocking valley and in various parts of the state, the outcome of which will doubtless depend upon the showing made by the trade at large this year. Large tracts in which Columbus men are interested have recently been leased in southeastern Ohio.

### NEWS NOTES AND PERSONALS.

George Beeson, secretary of the General Hocking Coal Co., is spending his vacation at Whitmore Lake, Mich.

The National Fuel Co., one of the last concerns to resume operations since the strike, loaded their first coal this week.

The Columbus & Hocking Coal & Iron Co. is constructing new private yards occupying the greater part of a city block, for their retail trade.

F. C. Bryan, of St. Paul, Minn., vice-president of the St. Paul & Western Coal Co., a part of the Sunday Creek Co. system, was in Columbus this week.

The creditors of Joseph Dienst, the local retail coal man who recently made an assignment, are anticipating that the business will nearly, if not quite, pay out in full. It will be continued by the assignee.

The New York Coal Co. has added a new man to their force of traveling salesmen in the person of A. V. Grossman, who resigned the office of Columbus passenger agent of the Big Four railway to accept his present position. Mr. Grossman entered upon his duties on the sixth inst.

## Western General and Personal.

J. M. Christy, president of the Christy Box Car Loader Co., of Des Moines, Iowa, was a Chicago visitor this week.

D. J. Coffey, general sales agent of the Missouri & Illinois Coal Co., of St. Louis, Mo. spent a part of this week in Chicago.

W. H. Scott, sales agent of the Lehigh Valley Coal Co., returned this week from his summer outing at Delavan Lake, Wis.

Gordon Buchanon, of the Wilmington Star Mining Co., Old Colony building, Chicago, returned this week from a short vacation trip.

The Black Diamonds defeated the Dering Coal Co. team in a well played and exciting game of baseball at Washington Park last Saturday. The score was 8 to 7 in favor of the Black Diamonds.

Rinehart & Sharpe, the well known retail coal dealers of Flint, Mich., have dissolved partnership, Mr. Rinehart retiring and the business being continued by Mr. M. B. Sharpe.

During the first six months of 1906, while the other large Hocking valley operators were inactive by reason of the strike, the New Pittsburgh Co. mined 653,137 tons of coal, an increase of 96,658 over the same period for 1905.

The Chicago Wood & Coal Co. has purchased a large tract of land to be used for storage purposes. It is located at the southeast corner of Hawthorne and Halsted streets and is 234x263x106 feet in size and the purchase price is said to be \$20,000.

E. M. Platt, general western sales agent of the Lehigh Valley Coal Co., left last Saturday for a vacation of several weeks. After visiting friends at Manitowoc and other Wisconsin points he will spend most of his time fishing at the northern lakes.

The directors of the By-Product Coke Corporation of Chicago, have authorized a two-million dollar bond issue, of which it is understood that \$600,000 worth will be placed at once. The bonds bear six per cent interest and run for twenty years, but are redeemable any interest day after five years at 105.

The Hisylvania Coal Co. has transferred the seat of its operations from Trimble, Ohio, to Columbus, enlarging the sales office formerly maintained there into regular headquarters. The company occupies a suite of rooms fitted up for their special use on the thirteenth floor of the new Capitol Trust building, overlooking the state capitol grounds and commanding a view in the distance of the long trains of coal northward bound from the Hocking valley. The officials in charge are J. W. Blower, treasurer and general manager; E. B. Graham, secretary, and Jay Gaines, sales agent.

The deciding game of baseball for the inter-city championship will be played today at Milwaukee between the Black Diamonds of Chicago and a team composed of the employees of the Pennsylvania Coal & Supply Co. of Milwaukee. Each team has won one game, and as the teams are evenly matched an exciting contest is looked for. The Chicago delegation will leave Saturday morning at nine o'clock over the Northwestern road. Manager Fellenz, of the Milwaukee team, says his men are in the best of condition and Manager Sands, of the Black Diamonds, doesn't say anything, but looks wise. Manager Fellenz says his team is a three to five favorite (Milwaukee odds), but that will melt away when Lou Lancaster arrives with his money belt.

In the last six months thousands of acres of coal lands have been leased in Gallia, Lawrence and Meigs counties, in Ohio, and as the territory has no shipping facilities there has been a good deal of speculation regarding the deals which have been made in that section. Almost every acre of coal land in the three counties has been taken up, and that the men who secured the leases were wise is made certain by statements made in a letter which a friend recently received from Joseph Ramsey, former president of the Wabash

and now at the head of the syndicate constructing the Lorain and Ashland railroad from Lorain to the Ohio River. Mr. Ramsey says that the Lorain & Ashland has taken over the Industrial railway from Lorain to Wellington and will be extended at once to a point on the Ohio river opposite Point Pleasant, where the Kanawha & Michigan crosses the Ohio river on a bridge. He says that the Deepwater & Tidewater will be extended to point Pleasant and his road will connect with it, crossing on the bridge and making a new ocean to lake route. From the river terminus two branches will be run, tapping the undeveloped coal territory of southern and southeastern Ohio. Beyond these branches no further developments are in mind. The new route will be the shortest line from the coal fields to the lakes and will have a grade of from twenty-five to twenty-six feet a mile throughout its length. Mr. Ramsey further said that several other persons are associated with him in the construction of the road, "forming a small, compact syndicate." Engineers, he said, are now at work surveying the route to the Ohio river. This statement of Ramsey shows that the men who have secured the coal leases will profit largely by them.

Probably few people outside of the business have any idea of the many calls upon the trade to supply coal gratis to the poor or of the generous response usually made to such appeals. In a conversation on this subject the other day the head of one of the largest retail companies in Chicago commented on the great difference between the various organizations for the distribution of charity and spoke in a most commendatory way of the work being done by the Salvation Army and the Volunteers of America. He said that many charitable agencies are careless in the matter of discriminating between the worthy and the unworthy, so that he himself had to be very watchful in this regard. "But," said he, "when a request comes from either of these two organizations it receives my O. K. without question, for I know that the need is genuine and the recipient deserving."

The production of coal in Indiana has increased rapidly and uninterruptedly during the last ten years. It has, in fact, been trebled in that period, from 3,905,779 short tons in 1896, to 11,895,252 tons in 1905. The value of the output in 1905 amounted to \$12,492,253. The principal increases in the last few years have been in Greene, Sullivan, Vermilion and Vigo counties. These have been particularly notable where a large amount of development has taken place. The production in these two counties has more than trebled in the last five years, while Clay and Parke counties, formerly among the most important producers, show a tendency to decreased output. The statistics of labor employed in the coal mines of Indiana show that there was a decided increase in the number of men employed, and an equally decided decrease in the number of days worked. This is probably more apparent than real and is doubtless due to the large number of changes in ownership which took place in 1905, by which certain men were reported twice, not for two different periods, thus reducing the average time, but apparently increasing the number of employees. The total number of men reported in 1905 was 25,323, working an average of 151 days, against 19,587 men for 171 days in 1904, and 17,017 men for 187 days in 1903. Dividing these figures into the total tonnage reported it is found that there has been a decreasing tendency in the production of each employee. The average daily production per man has decreased from 3.22 tons in 1903 to 3.14 tons in 1904 and 3.11 tons in 1905. These decreases have occurred in spite of a distinct increase in the number of machines used and in the machine mined tonnage. In 1905 506 machines mined 4,207,246 short tons, or 35.4 per cent of the total output, whereas in 1904 409 machines mined 3,681,032 tons of coal, or 33.9 per cent, and in 1903 329 machines produced 3,334,961 tons, or 30.9 per cent of the total. The entire coal mining business of Indiana may be said to be on the eight-hour basis. During 1905, out of a total of 25,323 men employed, 24,484 of them were distributed among 271 mines that reported an eight-hour working day.





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**Possibilities in Coal Exportation.**

Great advances in the volume of America's foreign trade have been made in the last decade by almost every great industry. The idea has prevailed, however, that our exports of coal are insignificant, and moreover that they can not be increased. This belief is so general that probably the vast majority of American operators have never given the least thought to the possibilities of the foreign markets, either as to extent or as to availability. We believe, therefore, that a certain degree of interest will attach to the series of articles bearing upon this subject, which will be found elsewhere in this issue of THE BLACK DIAMOND.

In the first of these articles it appears that while in 1890 the United States had only a precarious hold on the fourth rank among coal exporting countries, in 1901 it was safely in third place, with a far greater percentage of increase for the period than that shown by any other country. With this encouraging showing drawn from the record of the immediate

past, added importance attaches to the two chief matters emphasized by the other articles.

First in order, and nearest home, is the Canadian trade. It is evident from the facts stated by our correspondent across the border that Canadian manufacturers are seriously handicapped by their import duty on coal, which forces them to use inferior local fuels unless compelled by the nature of their industry to buy the preferable but more expensive American product. Apparently this tariff is the chief if not the only obstacle to a lucrative Canadian market for bituminous coal, far larger than that in anthracite, which is admitted duty free.

Writing from his own point of view and admitting the improbability of any offsetting concession on the part of congress, our correspondent urges the wisdom of a repeal by the Canadian parliament of the coal import duty. But the Canadian tariff policy, like our own, is avowedly protectionist in character, greatly reducing the likelihood of such a repeal being secured. This desirable consummation would be greatly expedited were the United States to offer reciprocity in coal. It is well worthy of consideration by the coal operators of this country, whether it would not be to their interests to urge the negotiation of such a reciprocity treaty, since the flow of trade would be toward Canada throughout the major part of the four thousand miles of boundary, and southward practically only from Nova Scotia into eastern New England.

The other important matter referred to has to do with transatlantic trade, which is represented as being chiefly a question of transportation, or, more specifically, of proper vessels for carrying coal out, and of providing for such vessels a return cargo.

Regarding the first of these, the lack of proper vessels for the business, it is not really an obstacle. For once let it be proven that there is sufficient profit in the business, and capital, always looking for investment, will provide the ships. But there is where the rub comes; would the business be profitable or could it be made so? From the facts and figures cited it seems probable that the outward cargo of coal could be carried at a freight rate fair to the operators and yet leave a good margin of profit for the vessel owners. The difficulty lies in finding sufficiently regular return cargoes of a class suited to the type of vessel required for the coal trade. This seems, at present, to be the unsolved problem, and, because of the length of the voyage and the necessary lowness of the rate on coal it would be impracticable to adopt the method now in vogue on the great lakes—that of making the return trip in ballast.

With these difficulties satisfactorily met, it seems fairly well demonstrated that the way would be opened for a large and constantly increasing export trade in coal to Europe. Here again, therefore, it may be said that it might be to the advantage of eastern operators to attempt the solution of these problems.

**Sub-Bituminous Coal.**

While the so-called lignite coals are distinctly different in many of their chemical and physical qualities from bituminous coals, yet, on the other hand, with fuller knowledge of the lignite deposits, it has come to be recognized that it is unjust to class them all in one category, some of them greatly outranking others, whether viewed from a scientific point of view or purely with regard to their practical value. After making a careful investigation of the subject the scientists in the employ of the government have drawn definite distinctions as to these coals and have determined that there are two well-defined classes, local, for the most part, to distinct sections of the country. For these two classes names have been officially adopted which will be used in all government publications, and so will tend gradually to come into general popular use. Under this ruling, the term "lignite" will be limited to the lower or less valuable group, and the higher group will receive the new name "sub-bituminous."

Sub-bituminous coal ranks next below the true bituminous coal, which it closely resembles in general appearance, but it slacks more readily and lacks the prismatic structure of bituminous. On the other hand, it does not have the woody or fibrous texture of "lignite" coal, and it is distinctly black as to color. Sub-bituminous coal is found chiefly in the Rocky mountain and southwestern states, including Montana, Idaho, Washington, Oregon, California, Wyoming, Utah, Colorado, New Mexico and a part of Texas.

Lignite coal, in the new and restricted sense, is the lowest grade of coal which is recognized as such. It is usually of a more or less woody or fibrous structure and is distinctly brown in color, even on a fresh fracture. Mine samples often show as high as forty per cent of moisture, and it has a much lower calorific value than the sub-bituminous coal. Lignite is found chiefly in North and South Dakota, Arkansas, Louisiana, Mississippi and Texas, the last named state being the only one noted as containing considerable deposits of both sub-bituminous and lignite.



# The Coal Resources of Tennessee.

By T. M. Jones.

When I first came to Tennessee I was given the impression that the Sewanee seam of coal was the most important, with the exception of the small area of the Durham seam, in the Chattanooga district. This impression is not uncommon, not only with the local coal people, but with also the people that come here to look for investment in the coal lands of this vicinity.

In my examinations of the neighboring coal fields of Tennessee, Kentucky and Georgia I have found that the coal seams having their horizons in what is known locally as the "Lookout sandstone" are of better quality than the seams contained in the measures lying above the "Lookout sandstone" and known locally as the "Walden sandstone." This is of great importance to this district and state, for the area of the "Lookout sandstone" is greater than the area of the "Walden sandstone" as six is to one, and it also has generally one more seam of workable coal. This would go to show that the quantity in those lower measures is at least ten times greater than the coal to be obtained from the coal seams in the "Walden sandstone."

It is worthy of comment that just at the outskirts of Chattanooga are very large deposits of these coals on which the freight rate to Chattanooga would be about thirty cents per ton, thus affording a coal second in quality to none in the United States at a cost lower than any other in the country except, perhaps, Birmingham, Ala.

## Conclusions Sustained by Analyses.

The statement made above as to the quality of these coals is made advisedly, for the writer has made an investigation that satisfies him as to this. He has analyses that show a remarkable coal. One sample gave an amount of fixed carbon of 75.38 per cent, and ash of 1.60 per cent, and sulphur of 0.80 per cent. The average analysis of this coal, that is variously known as "The Castle Rock," "The Old Aetna," and the "Raccoon," yields a fixed carbon of 74 per cent, ash 1.60 per cent and sulphur of between 0.80 and 1 per cent. The analysis of some coke taken from about fifteen tons of it coked in the ordinary "bee hive oven" yielded fixed carbon, 93.58 per cent; ash, 4.30 per cent, and sulphur, 0.68 per cent.

The fuel constituents of a coal are volatile hydrocarbons and the non-volatile or fixed carbon. The relation between them is called the fuel ratio, which is determined by dividing the fixed carbon by the volatile combustible constituents of the coal. It expresses within certain limits the heat value of the fuel, for the heat is obtained mainly from the fixed carbon, the larger part of the volatile matter in coals that are high in gases being set free by the heat before they are consumed and are dissipated in smoke. The fuel ratio of the "Castle Rock" coal is 3.4, the fuel ratio of the Sewanee coal is 2.0, and the coal on the Cincinnati, New Orleans & Texas Pacific railroad is 1.5.

## Proximity of Large Iron Deposits.

The quality of the coal and coke from this seam is of importance to Chattanooga because it is so eminently suited for steam and metallurgical purposes, since around Chattanooga there are also large deposits of iron ore that will be exploited very thoroughly before many years go by. It is estimated by those considered to be authorities that the visible deposits of iron ore in the United States will not last more than one hundred years at the present rate of depletion. So it will not be long before the ores of this district shall be inquired after and get into the hands of the large corporations that will have great plants to turn it into commercial iron and steel.

To recur to the quality of the coals in the "Lookout sandstone" measures, the reason why so much stress is properly put upon the excellence of the coal is illustrated by the development of the New River and the Pocahontas coal fields of West Virginia, where the coal is

hailed 350 miles to the nearest market. The New River field has but one seam that is not thicker than three and one-half feet, and if it were not for the quality it would not pay to mine it and ship it 350 miles to the nearest market.

The coal that is known as the "Castle Rock" seam is of equal quality with the New River coal. It is true that the seam is not as thick as the seam in the New River field, but the freight rate on it to the nearest market is one dollar per ton less. It can be mined for not to exceed ninety cents per ton on a reasonable output, because of the conditions surrounding the seam.

## Rapid Advance in Values.

The coal properties around Chattanooga and vicinity are enhancing in value very fast. Some of the going propositions of the Cincinnati, New Orleans & Texas Pacific railroad, with plants that did not cost to exceed \$5,000 to \$10,000 were recently sold for \$100 to \$125 per acre. The places referred to are not more than 175 miles from Chattanooga.

The seams of coal on the Cincinnati, New Orleans & Texas Pacific railroad near the line between Tennessee and Kentucky are of an excellent quality for domestic purposes, and the lowest seam in the measures is of as a seam of coal of its class as can be found anywhere. It has a very good appearance and comes out in large lumps and will bear any reasonable amount of handling without much breakage.

If it were in West Virginia the world at large would hear of it in a very short while, for it would be advertised with the unceasing energy that is characteristic of the people in control of the coal industry of that state. The seam is about four and one-half feet thick and very regular for this section, without a parting of any sort and without any visible refuse in it. It is low in ash, having about four per cent, with a volatile content of thirty-five per cent and a fixed carbon of fifty-five per cent.

Capital is seeking investment in this district in larger quantities than ever before. It has been putting the money in the Jellico and neighboring fields until values there are from thirty to one hundred dollars per acre. The Battle Creek coal of this district is as good a domestic coal as the Jellico coal; it burns as well and does not go out while your back is turned.

## Railroads Favorable to Development.

The railroads that dominate this section of the state are very anxious to build up a business in export coal, that they may have a long haul instead of all very short hauls, as at present. We can export coal of the character of the Battle Creek coal or the coals on the Cincinnati, New Orleans & Texas Pacific railroad that will not suffer from handling or deteriorate on exposure to the elements to the east coast of South America, and when the Panama canal is completed, to the west coast, to Mexico, to France, to Spain and to South Africa at a profit. The writer knows this, for he helped to compile, while in New York city not long since, a chart of the world that showed all the ports importing coal, the freight rates from Mobile and New Orleans to these ports, the price that was being paid in these ports as ascertained by correspondence with the United States consuls at the ports and the probable profits to be had on the coal to be shipped from here. France offers a differential of many cents per ton on all coal other than British coals because it would like to have another source of supply in the event of war with Great Britain. They also offer free dockage facilities for a certain quantity of such coal from other countries. England exports between fifty million and sixty million tons of coal per annum.

The general review of the market keeps us constantly posted.—Jaspers & Haan, Grand Rapids, Mich.

## Fagin's Defense.

The *Coal Trade Journal* in its issue of August first attempts to justify the theft of statistics by its western correspondent, by saying the figures were clipped from a report issued by the Bureau of Statistics, Department of Commerce, Washington, D. C., and it was supposed that they were "common property." It cheerfully overlooks the fact that the Bureau of Statistics never uses these figures without giving proper credit. Our contemporary states that it was "deeply pained" by our article, which called the attention of the trade to their act of plagiarism. This was quite natural, as most people are "deeply pained" when caught in the act of making use of another man's property. The C. T. J. thinks we lack enterprise, and our contemporary should be imitated by us in this respect. If "enterprise" means stealing the product of another man's brain we must confess we are not enterprising. The *Coal Trade Journal* is enterprising occasionally. The last enterprising thing it did was to purchase a half page advertisement in the *THE BLACK DIAMOND* on November fourth, 1905, trying to bolster up their circulation. Another enterprising deed was committed on February eighteenth, 1905, when a half page space was purchased for the same purpose. Here is an "enterprising" paragraph taken from the editorial page of that enterprising paper:

"The *Coal Trade Journal* is the only newspaper in the United States entirely devoted to the coal industry." A paper that continually prints a prevarication like that should be the last one to talk about lack of enterprise. Ananias was enterprising, but his work was not appreciated.

## Consolidation of Interests.

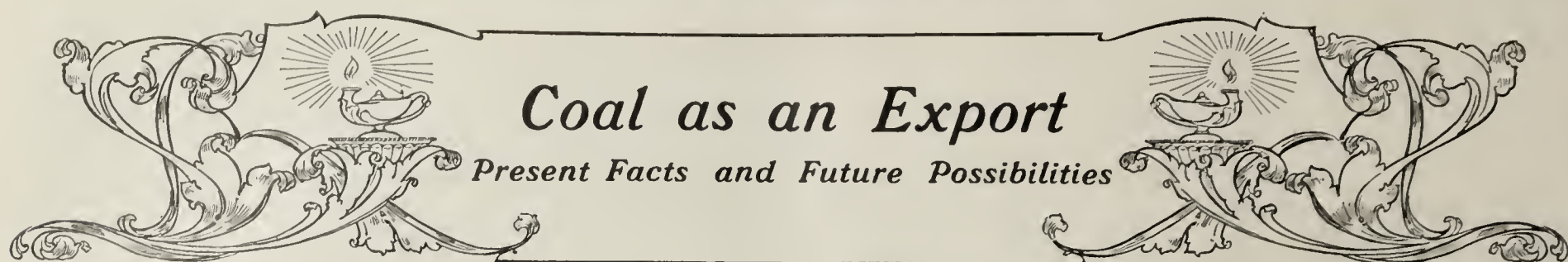
One of the largest deals in the history of the bituminous coal business was consummated this week, whereby a corporation known as the Pennsylvania, Beech Creek & Eastern Coal Co., with a capital of \$8,000,000, acquires by a 999-year lease all the property and business of the Pennsylvania Coal & Coke Co., Beech Creek Coal & Coke Co., Webster Coal & Coke Co., North River Coal & Wharf Co. and a number of electric light and water companies controlled by the old corporation. C. D. Simpson and T. H. Watkins, of Scranton, are largely interested in the project.

The importance of this transaction will be readily appreciated from the fact that the new company will control approximately 125,000 acres of coal lands, containing over a billion tons of coal, with forty-four coal mines and over a thousand coke ovens now in operation. The company owns 1,000 private railroad cars, extensive docks at Port Liberty, N. J., and will control the business already established in distributing coal throughout Pennsylvania, New York, New Jersey and New England.

The properties acquired are located at the eastern end of the bituminous coal fields and have a shorter haul to the tidewater and New England markets than any other large body of coal lands.

The Pennsylvania Coal & Coke Co. is allied in a friendly way and possibly more than that with the Pennsylvania railroad. It was formed in 1902 and acquired the Webster Coal & Coke Co., the combined capital of the two being \$24,000,000. They own 80,000 acres of coal land in Cambria, Blair and Indiana counties on the main line and branches of the Pennsylvania. Those lands are estimated to contain 900,000,000 tons of bituminous coal available for shipment. The mines produce daily about 12,000 tons. The companies also produce 600,000 tons of coke annually. The New York Central reaches the properties. In May, 1904, the entire \$6,000,000 capital stock of the Beech Creek Coal & Coke Co. was purchased, giving the Pennsylvania Coal & Coke Co. control of the 117,000 acres of coal and surface, containing over 1,000,000,000 tons of coal. The Pennsylvania company has its own and underlying bonds to the amount of \$12,188,000. W. A. Lathrop is president; T. H. Watkins, vice-president; A. G. Edwards, secretary; R. M. Law, treasurer. These, with S. T. Peters, R. H. Williams, C. D. Simpson, Robert Mitchell, H. G. Lloyd, James Kerr and John Carstensen, comprise the directors.





### Some Export Statistics.

There are altogether eleven countries engaged in the export of coal to other countries on a scale sufficiently large to aggregate shipments of about a half million tons per annum, or more. According to statistics collated by the *London (Eng.) Iron and Coal Trades Review*, the total quantity of coal exported by these countries in 1904 was about 112,000,000 tons. Of this quantity nearly 66,000,000 tons were shipped abroad by Great Britain, and only about 46,000,000 tons by other countries. The exports from Great Britain between 1890 and 1904 increased from 38,660,000 tons to 65,441,000 tons, being an increase of 26,781,000 tons. In the same interval the exports from the United States have increased from 1,932,000 tons to 8,574,000 tons, an increase of 6,642,000 tons, while Germany has increased her exports from 10,313,000 tons to 21,631,000 tons, an increase of 11,318,000 tons. In the French coal export business the movement of foreign trade has been almost stationary over the same period, showing an increase of only 194,000 tons.

Reduced to percentages, the four leading countries have shown the following increase during the fourteen year period: Great Britain, 69.2 per cent; United States, 343.7 per cent; Germany, 109.7 per cent; France, 16.7 per cent. Thus it will be seen that proportionally the gain made by the United States has been overwhelming.

Among the minor coal-exporting countries the greatest advance of late years has taken place in the Dominion of Canada and Japan, while British India has made a notable advance which is likely to become more important as time goes on.

The tons of coal exported by each country for the years 1890, 1900 and 1904 have been as follows:

	1890.	1900.	1904.
Great Britain .....	38,660,000	58,405,000	65,441,000
Germany .....	10,313,000	18,055,000	21,631,000
United States .....	1,932,000	7,918,000	8,574,000
Belgium .....	5,916,000	6,939,000	6,486,000
Japan .....	1,215,000	3,350,000	2,879,000
Australia .....	.....	1,747,000	1,611,000
Canada .....	639,000	1,465,000	1,470,000
France .....	1,154,000	1,201,000	1,348,000
Austria-Hungary .....	673,000	1,078,000	1,169,000
British India .....	27,000	543,000	595,000
Natal .....	9,000	95,000	496,000

The returns for 1905 are not as yet available for all the countries named above. So far as published they are as follows: Great Britain, 66,755,000 tons; Germany, 18,157,000 tons; United States, 9,189,000 tons; Belgium, 4,681,000 tons; France, 1,658,000 tons.

### Coal-Exporting Countries Also Import.

The extent to which coal-exporting countries are also importers of that mineral is hardly less striking than the remarkable fact that the greatest iron-exporting countries are also, in a number of cases, large importers of that metal. France is by far the largest importer of mineral fuel. Her total coal imports in 1904 were 2,694,000 tons more than in 1890, but about 1,500,000 tons less than in 1900. Germany herself, the second largest coal-exporting country in the world, is also the second greatest among the coal-importing countries, and the imports of 1904 were nearly 3,500,000 tons more than those of 1890. Austria-Hungary is the third largest importer of coal, and in 1904 exceeded her imports of 1890 by more than 3,000,000 tons. The Dominion of Canada takes the fourth place, with about 500,000 tons less in 1904 than Austria-Hungary. Great Britain can hardly be regarded as one of the coal-importing nations, having in no single year, until the year 1905, exceeded 10,000 tons. All European countries, whether themselves coal exporters or not, are increasing their coal imports. So also with the United States, which in 1900 took about double the quantity imported in 1890, although there was a material falling off in the year 1904. The tons of coal imported into

the thirteen principal coal-importing countries in 1890, 1900 and 1904 were as follows:

	1890.	1900.	1904.
United Kingdom .....	1,000	10,000	3,000
United States .....	952,000	1,903,000	1,621,000
Germany .....	4,557,000	8,034,000	7,975,000
France .....	10,375,000	14,602,000	13,069,000
Belgium .....	1,787,000	3,600,000	4,085,000
Russia .....	1,743,000	4,484,000	3,734,000
Austria-Hungary .....	3,625,000	6,864,000	6,738,000
Italy .....	4,355,000	4,947,000	5,905,000
Sweden .....	1,530,000	3,130,000	*3,288,000
Japan .....	11,000	99,000	618,000
British India .....	817,000	143,000	275,000
Dominion of Canada .....	2,379,000	3,950,000	6,194,000
Cape of Good Hope .....	133,000	336,000	*513,000

\*Year 1903.

The records for 1905, so far as available, show that the principal importing countries received the following quantities in that year: Great Britain, 48,500 tons; United States, 1,653,000 tons; Germany, 10,113,000 tons; France, 12,146,000 tons; Belgium, 4,586,000 tons, and Italy, 6,019,000 tons (11 months).

### Probable Increase in Coal Imports.

The extent to which the demand of coal in different countries is likely to increase in the future is a question closely allied to that which has just been considered. Many countries that have no suitable coal resources of their own must in the future be more and more extensive customers of those countries that have supplies available for export. Hence we may expect the exports of those countries to increase more or less rapidly, according to the superiority or the inferiority of the economic conditions under which the coal is worked and shipped. There is no standard by which the extent of this development can, with confidence, be measured. The greatest per capita consumption of coal at the present time is reached in Great Britain, where domestic consumption absorbs about four tons of coal annually per head of the population. At such a rate as this the world's annual consumption of coal would be a wholly incredible quantity—not less than 6,000,000,000 tons, or more than six times the present total annual output of the world's collieries. The German average would give a standard of less than one-half this quantity, and that of the United States almost as much as Great Britain.

These figures are statistically interesting as indicating the great scope that there is for the future expansion of coal production and coal exports. Happily it is not as yet with coal as with iron ore—there is no need at present for apprehension as to the extent and duration of the world's supplies.

### Canada's Import Duty on Coal.

By a Canadian.

In the approaching revision of the tariff the Canadian government should take a decisive attitude in favor of the removal of the coal duties. For the year ending with June, 1905, on an importation of 4,176,274 tons of soft coal, valued at \$8,002,896, we paid in duty \$2,206,283. As anthracite coal is free, this large contribution may be regarded as a special impost on the manufacturing industries of Canada, an impost falling chiefly on Ontario, but extending to Quebec and Manitoba. The manufacturers may be reluctant to press for relief from this tax, as they are seeking general increases in the tariff for their own benefit. But the Government is bound by the traditions of the Liberal party as well as by a right view of the economic situation to correct abuses and adjust inequalities by lowering and not by increasing tariff imposts. While a general increase in the duty on manufactured goods would burden agriculture and other self-sustaining industries, and would provoke an outbreak of dis-

content now considerably withheld, the removal of the coal duties could afford equal or greater advantages to the manufacturing industries, while lessening instead of increasing the cost of manufactured products to the general public.

At one time there was an effective obstacle in the way of the removal of the coal duties, the money being urgently needed by the federal government. This obstacle has been removed by the statesmanship of the Liberal government, and now a buoyant revenue with extensive surplus not only permits, but in a measure necessitates the removal of this taxation. The public should profit directly by the increasing revenue, and there can be no more practical method of distributing the profit than by the removal of this unnecessary revenue tariff.

### Protection for Nova Scotia Operators.

Some of the output of the Nova Scotia coal mines is increased in price by the duty and there would naturally be a request for compensatory favors if the duty were removed. It is claimed that the duty on coal compensates the maritime provinces for the protection accorded the wheat, flour and farm products of Ontario. This may have been the view when the tariff was imposed, but it can scarcely be sustained by the present situation. Such benefits as are conferred by the coal duty fall to the mining companies, and can not compensate the workers nor the general public for any burden that the tariff may impose. And the tariff has little or no effect on the price of farm products. If compensation be necessary it can be given in a general lowering of such tariff rates as do bear heavily on the maritime provinces.

A proposal which is impeded by the necessity of American compliance is the compensation of the maritime provinces by a treaty of reciprocity in coal. Such a treaty would be of great advantage to both countries, and every effort should be made to secure it. The opening of the American market would be of no advantage to our coal mining companies unless it were assured for a term of years. They would not incur the expense of opening connections unless they had an assurance that their market would not be closed by some transient whim or agitation. Reciprocity in coal should be the aim of the Dominion government, but if that can not be obtained we should secure such benefits as are within our reach by removing the existing coal duty.

### Exporting Coal at a Profit.

In 1901 and 1902 there was considerable talk in this country about the possibility of exporting coal profitably. Not much has been heard about it since, but still we do export a moderate amount of both anthracite and bituminous coal. The quantity in the ten months ending with April was about 1,500,000 tons of the former and 6,000,000 of the latter. The bulk of it went to British America and Mexico, but a small quantity was sent to Europe. Over fifty thousand tons were exported from Baltimore in May, being several thousand tons more than in the same month last year.

Our consul-general at Paris lately referred to the Swedish report on the supply of iron ore in different countries, which represented that the available supply in the United States was small in proportion to its rate of consumption, much more so than that of several European countries. In fact, we were said to produce not more than one-ninth of the world's supply, while we consume more than one-third of it, and so far as appears at present are liable to exhaust our own deposits of the ore in about a third of a century at the present rate of consumption. This statement will be regarded with skepticism, but unless new and extensive deposits should be de-



veloped we shall encroach rapidly upon the supply. But, as the consul-general remarked, our coal supply is practically inexhaustible, while that of Europe is diminishing in a manner to give concern in the countries which have the greatest industrial use for it. While we may have occasion to import iron in a generation or so, Europe is likely to have to import coal in increasing quantity much sooner.

#### France Imports Heavily.

France, for instance, imports a considerable quantity now. The wholesale price of bituminous coal at the gates of Paris is about \$10 a ton and that of anthracite nearly \$12, and there it is subject to an octroi duty of \$1.38, which is reduced to 20 cents for manufacturing establishments within the city fortifications using more than fifty tons annually. That which is imported is subject to a duty of 26 cents a ton. Of the 42,694,100 tons of coal consumed in France in 1903, 8,436,439 tons was imported, mostly from Wales and Belgium. The prices vary in ordinary seasons from about \$4.65 to \$5.20 a ton delivered at Havre, and the cost of transportation to Paris, 143 miles, is \$1.35 a ton. Consul-General Mason assumes that if American bituminous coal can be delivered in large quantity at Havre for \$5 a ton, a large export trade to France may be developed. We are not sure that he is warranted in the statement that "there are millions of tons of good coking and gas coals in the Allegheny and Cumberland districts of the United States which can be produced with profit at the mouth of the mine for an average price of \$1 to \$1.25 a ton," and that it "should be possible to carry such coals to tidewater for a freight not much, if anything, in excess of \$1 a ton."

#### A Question of Ocean Transportation.

If this is so it becomes mainly a question of ocean transportation. During the discussion of the project of exporting coal to Europe in 1902, which was practically silenced when the miners' strike of that year came, it was calculated that to make such a trade successful at existing prices on both sides of the ocean, vessels specially adapted to it would have to be constructed, similar to the great ore and coal carriers of the lakes; that is, great steel barges of 10,000 tons capacity, with quarters for crews of ten or fifteen men and engine power for a speed of eight or ten miles an hour. These might profitably carry coal to France or other European countries needing it if they could rely upon return cargoes, but that would be a serious question. They would require bulky freight, cheap to handle, for they could never compete with the regular fast steamers for merchandise of high value in proportion to bulk. If we were exchanging coal for iron ore this might be practicable, but so long as our iron ore is more cheaply obtained from the ground than that of any other country, our iron and steel manufacturers will not resort to foreign markets for material, however fast they may be using up their own available supplies. They do not look beyond the profits of their own business to the welfare of future generations.

If our export trade in coal develops to any considerable extent, it will probably be, as most of our export trade has grown, as the result of the needs of other countries which will come after the product and devise the means of getting it and carrying it over the seas. They can do this more cheaply and will be willing to do it with less profit than our own capitalists. It is only as the need of foreign trade is felt, for securing imports or marketing a surplus of products, that much push is made for it. That is why ours has been so slow to develop while domestic resources have been so great.

#### British Government Ownership

The British government does not give absolute title to mineral lands to private owners, but reserves substantial benefits for itself. It is sometimes urged that the natural sequence of perpetual government ownership is government working of the deposits when commerce requires it. This, however, is by no means an inevitable conclusion. The provincial government of Ontario has adopted perpetual government ownership for such lands, but does not itself operate them. It leases them to private companies under careful restrictions, with a due regard to the public welfare.

## Ohio's First Mine Inspector.

One of the pioneer workers, or it would be almost within the truth to say one of the patriarchs of the bituminous coal industry in the United States, is Andrew Roy, of Glen Roy, Ohio, the first mine inspector of Ohio. When asked recently to state something of his life and experiences, Mr. Roy spoke most entertainingly of his varied career and especially of a recent visit to the Indiana coal fields.

"I am seventy-two years of age," said Mr. Roy, "and went to work in coal mines of my native country, Scotland, in 1844, being eight years of age. Women worked in mines in those days. Boys and girls did the hauling, there being no mules or horses used in mines. I came to the United States in 1850 and worked in mines in Maryland, Kentucky, Illinois, Pennsylvania, Arkansas and Ohio. I was the first mine inspector of Ohio, and the first state inspector in the United States in bituminous mines, having been appointed commissioner of mines by Governor Hayes of Ohio in 1871.

"I was a member of the state geological survey of Ohio in 1882, and drafted the mining bill for the regulation and inspection of mines. I was also the leading spirit in creating the department of mines in the State University for the giving of instruction in practical mining. It was through my efforts that the Ohio Institute of Mining Engineers was organized in 1881. In all, I was commissioner and inspector of mines of Ohio for ten years.

"Four books, three of them on mining, have been published by me, namely, 'The Coal Mines,' and containing a description of the various systems of working and ventilating mines; one, 'The Practical Miner's Companion'; one, a 'History of the Coal Miners of the United States'; and one 'Recollections of a Prisoner of War.'

"I was for many years a mining and geological mining engineer, and have been in nearly every coal mining state in the union and in two states in Mexico, examining and reporting on mineral properties and mines.

"When I went to work in the mines in Maryland in 1850 there were less than ten thousand miners and the annual output of coal in the United States did not exceed six million tons per annum, the leading coal fields being in Pennsylvania. The great coal producer was the anthracite region; next in importance was the Monongahela river district.

"I have recently returned from an extensive trip to the coal fields of Indiana, and truly the development of the mining industry of that state during recent years has been phenomenal. In Sullivan county, which is the heart of the coal basin, the country is dotted with mines, and resembles the lid of a pepper box. What is true of Indiana is equally true of every coal field in the United States. The development of the mines since the beginning of the twentieth century has more than doubled itself, and if this rate of increase is kept up until the middle of the century the question of exhaustion of

the coal supply will be staring the American people in the face.

"Vast as the coal measures extend and numerous as the veins of coal met in every mining region of the country, we have not one-twentieth the amount of mineable coal which the geologists have figured out. Take the Ohio coal measures, for example, there are sixteen different veins, which at some point or another will measure three feet and upward in height, but none of the veins are persistent, being often wanting where they are due. Jackson county occupies the western boundary of the coal producing rocks; we have seven or eight veins in the county; but none of them are persistent. The lowermost coal of the Ohio series is the Jackson shaft coal. This is the same vein that is mined in the Tuscarawas valley, being

known in the market as the Briar Hill coal, from its having been first mined on the farm of the late Governor Tod. According to the estimate of the earlier geologists this bed extended over the whole of the ten thousand square miles of the coal producing rocks of the state. But, as a matter of fact, it is only two or three miles wide in Jackson county. In the Mahoning valley, where it has been exhausted for a number of years, it was met in a series of swamps or basins, many of them containing only a few hundred acres of coal, sometimes less than one hundred acres.

"The Wellston coal, known as No. 2 of the state series, is not more than two or three miles wide and six or seven miles long. And it is rapidly approaching exhaustion. It has so far

been found nowhere in minable height in the state except in Jackson and Vinton counties. There is doubtless considerable undiscovered territory in Jackson county, but it will likely be met in spots and swamps of very limited area, similar to the basins met at Elko near Vinton Furnace and at Elk Fork.

"The other veins of the state series in ascending order, namely, the Limestone vein, or No. 4, and the vein overlying it twenty-five to thirty feet, and No. 5, now being developed in this county, are also of limited area, as are No. 6, the equivalent of the Big Vein of the Hocking valley, and No. 7, the Waterloo coal. The various beds seem to lie in the coal field like the steps of an inverted stairway.

"During the last twenty-five or thirty years, I have been in every coal producing state except two, and have been in two states of Mexico, and have found the same conditions existing in a greater or less degree in every coal field I have visited. The United States is now producing more coal than all the world besides, and the output of the mines since their development has in a general way more than doubled itself every ten years. In 1870 there were 33,000,000 tons mined. In 1890 there were 140,000,000 tons mined. Last year the output reached 367,000,000 tons. If this decade's rate of increase is maintained for the next fifty years there will be eleven billion tons mined in 1950. But it is highly improbable that the figures will ever be reached in any stage of the mining industry."



Andrew Roy.



## New and Improved Ventilating Fan.

If there is one branch of colliery work which more than any other is responsible for the safe and economical operation of the mine it is the management of the ventilation, involving as it does the supply of an abundance of fresh air at all times and in every emergency, to the men working in the pit and the removal of noxious and inflammable gases that may be given off by the coal.

Today every up-to-date coal mine operator recognizes that the men in the pit can do more and better work, and that they will do it more willingly if they are supplied with plenty of fresh air; and especially is this true if behind it all there is a machine with sufficient power to force the air through the mine against any unusual resistance in case of any accident threatening their lives.

It is not our purpose within the limits of this article to describe the various methods of ventilation which have been employed since coal mining began, nor to discuss the merits of the

and is only four feet in diameter. Their superintendent, Mr. James Needham, reports that at 308 revolutions per minute it furnishes 24,000 cubic feet of air per minute, and at 500 revolutions per minute 40,000 cubic feet of air per minute, while at 620 revolutions per minute 48,000 cubic feet of air per minute. Ira E. Stevens, Old Colony building, Chicago, is the inventor and manufacturer.

Mr. Stevens confidently believes that per revolution it will furnish more air than any other four-foot fan made, and he also asserts that it can be safely and constantly operated at a speed of 800 to 1,000 revolutions per minute without danger of overheating. He is now erecting two ten and two twelve-foot fans with which he hopes to break the world's record for efficiency. Small fans like the one at Cumberland must necessarily be operated at a high speed to obtain a large volume of air, but a Stevens fan ten feet or more in diameter on account of its high efficiency will furnish a large volume of air at a

efficiency of thirty-five to forty per cent will furnish a certain quantity of air at a certain speed, he proposes a ten-foot fan of twice the efficiency, and furnishing the same amount of air at the same speed as the larger machine. Under these conditions the smaller fan is what may be termed a slow speed ventilator and at the same time a much more economical one because of the saving in steam power.

The Stevens fan is constructed wholly of steel and iron and is fireproof. The bearings are especially constructed for cool running, being of a ball and socket pivotal type and in length four times the diameter of the shaft. They are also water-jacketed and perfect lubrication is secured by a double chain-oiling device. The Stevens fan is furnished in sizes to suit special conditions and requirements and in three styles—blowing, exhausting and reversible and may be operated by any kind of power, which may be either direct connected, or driven by gears, silent driving chain, or belt.

### Production of Coal in Colorado.

Colorado's coal production in 1905, says Mr. Edward W. Parker, statistician of the United States geological survey, exceeded that of any previous year in the history of the state. It amounted to 8,826,429 short tons, with a spot value of \$10,810,978.

Compared with that of 1904, the output of 1905 showed an increase of 2,165,218 short tons, or 32.5 per cent, nearly one-third, while compared with the production of 1903, the year of previous maximum production, the record for 1905 shows a gain of 1,402,828 short tons, or 18.9 per cent.

More than half of the increased production in 1905 over 1904 was plainly due to the growing iron industries in this state, for over 1,000,000 tons of the increase last year was in the amount of coal made into coke. In Las Animas county, where the principal coke making establishments are located, the total production of coal increased from 2,803,953 short tons to 4,297,599 tons, a gain of 1,488,646 tons, or over fifty per cent, the amount of coal made into coke alone showing an increase of nearly 1,000,000 tons, or over 115 per cent.

Another factor that assisted in the larger output for 1905 was the comparative freedom from labor disturbances. The smaller production in 1904 was due in most part to strikes in some of the larger mines, nearly 4,000 men being on strike for an average of 125 days, or about one-half of the year. In 1905 there were no strikes in Colorado.

The returns for 1905 show that 11,020 men were employed for an average of 225 days, as compared with 8,123 men for 261 days in 1904, and 9,229 men for 245 days in 1903. The places of many of the strikers in 1904 were filled by other and less experienced men, and the statistics for the two years show that the daily production per man was 3.14 tons, against 3.28 tons per man per day in 1903.

One of the results of restricted production in 1904 was an enhancement in values, the average price per ton advancing from \$1.23 in 1903 to \$1.31 in 1904. With the larger production in 1905 prices receded, and the average for the state during the year was \$1.22 a ton.

At a meeting of the board of directors of the Consumers Coal Co., of Charleston, S. C., Henry Schachte, secretary and treasurer of the company, was elected president to fill the vacancy caused by the resignation of Mr. A. F. Cramer. At a recent meeting of the directors of the Germania Savings Bank, Mr. Cramer was elected president of that institution, and this necessitated his retiring from the head of the Consumers' Coal Co., but he will still remain a director of the company. Mr. J. H. Bollman was made secretary and treasurer of the Consumers' Coal Co. Mr. Schachte is well known as an active and successful business man and financier of Charleston, and his election will give eminent satisfaction. A better selection could hardly have been made, as he is thoroughly conversant with the affairs of the company and is well able to conduct the business in the future as successfully as it has been conducted in the past.



Stevens Exhaust Fan, Mine No 3, Union Pacific Coal Co., Cumberland, Wyo.

different systems which have been adopted in the various stages of the development of this very important branch of colliery engineering. We believe, however, that the subject is of such general weight and interest that our readers will be concerned in the information that a new centrifugal mine fan has been put on the market and has been tested and found not wanting in those salient features which are demanded in modern coal mine operations.

Time was, and not many years ago at that, when the furnace was thought "good enough" for mine ventilation, and since the virtual abandonment of that system "good enough" mine ventilators of different types have each occupied its place or period in the evolution of mechanical ventilation. The "good enough" ANYTHING is generally found to be inefficient and expensive. It is always cheap in first cost and expensive in everything else. Mine fans are no exception. Inefficiency costs power; power through steam comes from coal and coal costs money. Even the operator has learned that his fuel is worth just as much to him as it is to the "other fellow"—his customer, and besides there is ever present the danger of a shut down just when a large output is most needed.

The above cut represents a Stevens Centrifugal Mine Fan, which was installed in July at Cumberland, Wyoming, for the Union Pacific Coal Co. It is exhausting the air from the mine,

slow speed under ordinary conditions, but they are built so strong and perfect that they may be safely operated at a very high speed in cases of emergency.

In its construction the Stevens fan possesses many unique features. The number, shape and size of the blades, as well as the method of directing the air through the fan and the form and shape of the spiral chamber are new and harmonize in a manner to avoid concussion and reduce friction within the fan to a minimum.

Mr. Stevens is not a one-sided advocate of high speed fans, but he does believe that every fan should be built so that it can be safely operated at a high speed if necessary. He recognizes that the conditions at the average coal mine demand simple and strong machinery, requiring the least possible attention. The mine fan is generally located at some distance from the main power plant. It is not visited often and receives as little attention as any machine at the plant. His efforts, therefore, have been to design a fan which will possess the advantages of requiring the minimum of attention; of being absolutely fireproof; of occupying small space; of being economical in the use of oil and steam; of being strong enough to work against the highest possible resistance without breakage and without a loss in efficiency, so that, where, under ordinary conditions, for example, a twenty-foot fan of the common type having an



# Reports from Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
NEW YORK, August 9.

Trade conditions in the anthracite market, though quieting down considerably from what prevailed last month, are merely due to the extremely warm weather, causing the midsummer dullness which is normal for this season of the year. As regards the movement of coal from the mines, there is apparently no cessation, and with a steady production, up to about the full capacity of the collieries, it is not likely that the monthly output will show any great reduction from those preceding it.

Whether there will be available enough business to take the total product it is yet too early to learn, but the indications at the moment are that some restriction in tonnage will be necessary, unless it is preferable for stocking purposes to facilitate the deliveries later in the season and during the winter months. A certain amount of stock in first hands at this period of the year is generally acceptable to shippers, as it permits of a more regular distribution at such times when the movement of coal may be interrupted by climactic conditions or through other exigencies of the trade.

A fair proportion of the business continues to go to western points, with a desire on the part of the producing interests to give it every attention at this time, while cars are in fair supply and better dispatch can be given it by transportation, which may not be possible later on. In fact, the railroads are even now husbanding their rolling stock for the enormous traffic business that it is anticipated will develop this fall.

## Sustained Volume of Anthracite Shipments.

Shipments to tidewater points show little if any reduction from what business has been transacted, and while somewhat slower in loading, it nevertheless is moving off into the different localities supplied by this trade. The demand from most sources for domestic coal is naturally very quiet, but other classes of trade, together with the contract business in hand, seem to develop a quantity of orders sufficient to absorb the shipments arriving at the loading ports.

It is reported that a larger quantity of the steam grades were sent to the sound ports and east during the week, there evidently being a

greater need through the depletion of stocks in that territory. This is particularly gratifying because coming in at a time when trade upon these coals is dull.

The business from the further eastern ports is not of any importance, outside of the requirements that are being placed by the light draught ports, and these are continuing to take on coal to complete stocks as early as possible. The low vessel freights recently prevailing, with a good supply of suitable craft, has had its effect in making this class of trade forehanded this year.

## All-Rail Demand Is Diminished.

The all-rail demand is diminished in its total tonnage from what it has been up to within a short time, but the requirements are comparatively more regular than at other points. This class of trade is likely to reflect the first improvement with the approach of the fall season, as from past experiences it will be induced to buy early to avoid all possible shortage in the car supply when greater activity sets in, having a tendency to curtail the equipment to this territory.

The steam grades are very heavy with some shippers and inside figures upon them, which will move a cargo or two when needed, are made.

## Bituminous Market Is Listless.

The Atlantic seaboard bituminous coal trade shows no change from a week ago, and things generally in connection with it are quite listless. There are indications in some directions that the heavy stocks of coal put in against a strike last spring are being fairly well exhausted, and in some cases they must be very low, but so long as some consumers have coal they can not be induced to buy. In other directions consumers are looking for coal, and occasionally are placing orders to replenish their coal piles for future use. It is not likely that there will be enough improvement in the demand in the near future to develop a large amount of business, as is anticipated by some. Instead, it will come more or less sporadically, as the needs of buyers become effective, and, of course, will be felt to a material extent by reason of its contrast with past conditions.

There is no question as to the shortage of labor with all coal mining interests in the fields

contributing their product to the Atlantic seaboard markets. This already is affecting many mines, in causing a reduction of the production of coal to a point below the requirements. Where miners who speak the English language are wanted, there are seldom any to be had, and operators are obliged to take Italians or Hungarians instead. This is objectionable for a number of reasons, not the least among which being the bad preparation of the coal.

## Serious Car Shortage Is Imminent.

The car distribution on all lines is becoming more uncertain, while the action of the railroad officials during the past week in urging the shippers, usually very prompt in discharging their coal at tidewater points, to discharge cars promptly on arrival, has a significance to the trade that rather predicts an expectation of car shortage by the railroad people. If this is so, at this early period, what will it be when the fall demand starts up? It is an important question to every operator in the field who has been either idle all summer, by reason of strike, or working half time, because of so little business, that he be furnished all the cars required for the greatly increased trade which is sure to develop with the fall season, to enable him to recoup from the losses of the past.

The principal attention given to trade at this time is upon shipments to the shoalwater ports, as consignees at these points are apparently more forehanded in taking their coal, and it is believed that many of them have now fifty per cent of their contracts in stock. Yet there is no holding up on orders, the instructions on shipments generally being to take vessel when available at low freights.

Trade in the far east is dull, except on shoalwater business. The trade at the sound ports shows a better tone and a few more orders are being sent in. At New York there is nothing new and the coal situation here remains quiet, with prices well upheld. The all-rail trade is steady, but no large amount of tonnage is moving upon it. There is a good supply of vessels, but freights are stronger than they were. We quote current rates from Philadelphia as follows: To Boston, Salem and Portland, 60@65c; the sound, 50@55c; Lynn, Newburyport and Bath, 80@85c; Portsmouth, 65@70c; Saco and Gardiner, 90c and towage; Bangor, 75c.

# Market News from Buffalo and the Great Lakes Trade.

BUFFALO, August 9.—(Special Correspondence).—Reports from the Allegheny Valley district of the bituminous coal field are continuing favorable, and to all appearances the present understanding between the miners and operators is of a most satisfactory nature. In conversation with a prominent mine owner on Wednesday the representative of THE BLACK DIAMOND was informed that the mines are running full time; that there are plenty of cars available, and that the usual number of miners is at work. Gradually the mines are getting back to their full capacity, the men apparently seeking to make up for lost time.

Of course there are a number of trifling differences which have not as yet been entirely adjusted, more particularly in the outlying districts. The Dents Coal Mining Co., one of the mine properties operated by Frank Williams & Co., of this city, has not yet resumed operations, as their miners are claiming a difference in the scale of one and one-fifteenth cents. In other words, the miners are claiming a scale of sixty cents for picked mining, while the company contends that the rate should be 58.85. It is expected, however, that matters will be amicably arranged at an early date.

It is indeed surprising that the mines have been able to resume operations on so large a scale as they have, as after a four months' strike it was expected the men would show a great indifference to the work. After a long idleness such as has existed in the bituminous field the miners' hands

are soft, and hard work has no attraction. Most of the companies, however, report conditions as nearly normal, and the output has been extremely satisfactory.

So far no changes in market conditions have developed since resumption of work was commenced. Prices have been maintained remarkably well, in view of the fact that contributory territory has been shipping approximately 40,000 tons daily, which has been practically out of the market for four months. This strength of the bituminous market is considered peculiar, though a limited output for several months has of course prevented any accumulation of stock. Besides, the New York Central railroad, which has never before been forced to come into this market for fuel, has been buying heavily during the time that its own mines were idle.

Mr. Sheidenhelm, of the Pittsburg & Erie Gas Coal Co., was a visitor in Buffalo this week.

Noel Marshall, president of the Standard Fuel Co. of Toronto, who has been on a three months' trip to Europe, was in the city on Tuesday, on his return to his home in the dominion.

W. H. Ball, coal and coke agent of the Solvay process in Detroit, was a visitor to some of the sales agents here on Wednesday.

Coke continues in exceedingly strong demand, and prices are maintained at previous quotations.

## New York Central Cars Scarce.

There is said to be a big scarcity of coal cars on the Pennsylvania division of the New York Central, and the officials are somewhat handi-

capped in their efforts to get things moving lively as they wish. It is believed that by the beginning of another week matters will be in better shape. The mines are working full and there is stock to fill the cars if they can be obtained. During the strike and consequent small amount of coal to handle, the rolling stock of the Central has become scattered and now desperate efforts are being made to get it together again. Other roads have been notified to return all borrowed cars at once. Activity in mining operations on the One Mile Run is growing very perceptibly. This new field promises to become a very busy one.

Although there is no pronounced activity in the anthracite trade, there is still some business being done, both in lake and rail order directions. Through shipments to the east have been of usual midsummer bulk, though there has been no excessive expansion of trade.

Lake shipments continue at about the same volume as last week, the total forwarding for the past seven days being 79,525 tons. This amount was distributed as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	21,150	Fort William .....	5,000
Racine .....	5,565	Sheboygan .....	3,500
Superior .....	21,550	Duluth .....	5,700
Milwaukee .....	16,780	Fort Sanilac .....	280

This is the first shipment of coal from this port to Ft. Sanilac, and the consignment was small. It was carried by the W. P. Thew.

Local retail trade continues at a standstill. There is practically nothing doing.



## The Philadelphia Coal Trade.

PHILADELPHIA, PA., August 9.—(*Special Correspondence.*)—There continues to be a fair movement of anthracite coal going forward, which apparently is taken by the trade, though with the circular prices now within ten cents of the full figures, there is likely to be an easing off in the demand shortly. The local trade is generally quiet, as consumers seem to have enough coal in stock to provide for the limited needs of the summer and no improvement is expected until the month of September. August is always considered the dull month of the season, as most people leave the city for vacation, causing trade to remain inactive until householders return for the reopening of the schools.

The output of the mines is comparatively large, though there has been little accumulation of coal so far. Notwithstanding the national holiday intervened in July, curtailing the production, with the Reading and Wilkesbarre companies' mines closed down for the entire week, the tonnage for the month past has nevertheless been large, exceeding that of July, 1905, by a large margin.

The most favorable feature of the situation is that all the coal mined was taken by the trade, placing the market in a position where it will be possible to operate a full month in August, as there will be enough business to absorb the product. The large demand for coal to go to more western and other points, where extra stocks had not been provided for previously, will help out. The heavy shipments necessary to tidewater points in May and June held this box car trade over to July and is likely to take considerable coal at the current month's prices on account of having to figure against a car shortage later on.

### Slight Improvement in Bituminous Market.

The bituminous coal market shows some signs of improvement, though it is more or less sporadic and as yet is not of importance in the total amount of business received. The all-rail trade is doing a fairly steady business and while not particularly active, tonnage is going forward more regularly to customers, yet it is thought that stocks of coal in this class of trade are still large.

Now that the larger operations in the central Pennsylvania coal regions have secured a sufficient complement of men to work the mines close to their capacity, they are suffering from a shortage of cars in the Beech Creek field, following the first shipments made and mines in consequence are forced to shut down for several days at a time. It is thought this is due to the cars having been used in other lines of trade during the strike, many of them being still away on other roads. It may be some time before a full equipment of cars is available for the coal trade.

Business at the moment is not very urgent, so that operators are not seriously affected yet, but most of them are desirous to get all the coal forward on contract before the fall activity sets in. Having made no shipments during the strike, their customers are pretty bare of coal, especially those who only bought for current needs.

## The New England Trade.

BOSTON, MASS., August 9.—(*Special Correspondence.*)—The anthracite coal market continues quiet, and little interest is shown in regard to it by the trade. A number of orders, however, seem to develop from time to time for shipment, which is helping shippers out materially, as coal becomes heavy at the shipping ports. Stocks of coal in this locality are still heavy and are probably in larger supply than at any other points, making the mid-summer season unusually dull.

Light draught ports at further eastern points are taking a fair amount of coal owing to their having to put in winter stocks before cold weather comes on, and are also taking advantage of the low ocean freights prevailing, which are sure to advance as the fall season approaches. This business is very desirable to shippers, coming at a time of inertia, when closer attention can be given it. It is made more available by the present good supply of suitable vessels offering.

All-rail trade is comparatively good and to points further east and north as also to certain localities in Canada, the demand keeps up to an extent which will make regular shipments needed upon it for some time to come. Shipments all-rail to the New England territory are quiet at

present though it is noted that these shipments in several cases have been larger during the past two months than for the same period last year. This no doubt is due to the many improvements recently made on the line and bridges of the New Haven road, greatly increasing its transportation facilities.

### Bituminous Trade at Low Ebb.

The bituminous coal trade keeps very quiet, and the coal is hard to dispose of, though a liberal supply can be had for shipment, should the consumers be in need of it shortly. Here and there buyers are calling for a cargo to replenish stocks where up to this time they had absolutely refused to place any business, rather indicating that stocks, which were large, are being depleted. This must now become more effective in the market, as the season advances. The estimate of the reserve supply of coal with consumers being placed at about four months' consumption, dating from April first, it would appear that stocks are rapidly becoming bare.

What coal is coming forward is on contract and for the shoalwater ports. The latter business is fairly active, not having had an opportunity to put any quantity of coal in stock last spring. This market therefore is now anxious to fill up with its winter's supply while vessel freights are easy.

Trade along the sound is somewhat better than it was and we hear of vessels being chartered for this territory notwithstanding the reports of dullness. This is indicative of improvements to come; if not here at present it is at least in sight. The vessel market is easy in the supply of craft, though rates are stronger. The lower ports quote from 60@70c to around the cape; to New York, 50@60c.

## Anthracite in West Virginia.

An important movement is in actual operation on Back creek, near Third Hill Mountain, in Berkeley county, West Virginia, developing the coal veins in that section. That anthracite coal of a fine quality exists there has been known for years, and many efforts have been made to develop it, some of which were made prior to the Civil War, but not until recently has there been sufficient capital behind the enterprise to decide whether the coal is present in paying quantities. A number of Pittsburg capitalists have secured options on a large portion of the land and intend to spend all of the money necessary to decide the question. About fifty hands are now actively at work sinking shafts. The men behind the enterprise are encouraged and say that there are good signs of success.

If this coal is present in paying quantities, the field, which runs from near Cherry Run, on the Baltimore & Ohio, Berkeley county, through what is known as Sleepy Creek and Back Creek valleys, to Frederick county, Virginia, will be one of the richest in the world. The coal is anthracite and is supposed to be in pockets, but has never been sufficiently developed. It will be nearer to tidewater than the bituminous coals by at least 100 miles, will be as easily mined and will make a wonderful development in this section.

It is also stated that railroad surveys made a few years ago on several lines from a number of junction points in West Virginia along the Baltimore & Ohio railroad will be followed by actual construction for the purpose of transporting the products of the mines. It is proposed to make that link of the Baltimore & Ohio connect with the road that is being engineered by Virginia capitalists, associated with several of the large trunk lines, to extend from Winchester to tidewater, it having been pointed out that this line to the Norfolk and Hampton Roads waters will be more direct than any other route from the western Virginia and West Virginia coal fields to the Atlantic seaboard.

The Pennsylvania Railroad Co.'s statement of the coal and coke originating on its lines east of Pittsburg and Erie for the week ended July Twenty-eighth, with comparisons, follows:

Short Tons—	1906.	1906.	1905.
	Week ending July 28.	Year to July 28.	Year to July 29.
Anthracite coal .....	96,943	2,434,666	2,660,984
Bituminous coal .....	662,028	17,507,632	16,208,756
Coke .....	233,789	7,218,488	6,266,667
Total .....	992,760	27,460,786	25,136,407

## New Bituminous Coal Road.

The new branch of the Buffalo, Rochester & Pittsburg railroad which is being constructed into the soft coal regions of Pennsylvania from Clearfield, Pa., to Binghamton, N. Y., a distance of 225 miles, will be known as the Pittsburg, Binghamton & Eastern railroad.

The road will be a short line coal carrier, forty miles shorter than any present road from the Clearfield soft coal regions to the eastern New York and New England markets.

At Clearfield it will connect with the Buffalo, Rochester & Pittsburg, and at Binghamton with the Delaware & Hudson road. From Clearfield the road will follow the Susquehanna river to Hyner, seventeen miles north of Lock Haven, where it crosses the mountain to Cammal, on Pine creek. From Cammal the line extends to Canton, thence to Towanda and Binghamton, the eastern terminus. It will be known as a coal road, but will run passenger trains as well.

There will be a great amount of heavy work and six tunnels of good length will be required to make it the shortest existing line between the Clearfield bituminous coal fields and the eastern New York and New England markets. Contracts have been let for the entire road, and work started between Canton and Towanda, and the road is to be completed and cars running by January 1, 1908. Contracts have also been placed for rolling stock which includes forty locomotives and 2,000 cars. The maximum grade of the road will not exceed one per cent, while the governing grade will not be more than one-half of one per cent.

## Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows: Very little change has taken place in the freight market since our last report. At present there is but little tonnage offering, and little demand for export coal boats.

Among the recent fixtures were the following: Steamer "Evandale," 2,467 tons register, Philadelphia to Tampico, at \$1.50; steamer "Falco," 1,376 tons register, Philadelphia to Kingston, at \$1.65; steamer "Britannic," 1,456 tons register, Philadelphia to Santiago, at \$1.70; and steamer "Langford," 1,634 tons register, Norfolk to Barbados, at \$1.70.

We would quote freight rates by steamer as follows: \$1.30@1.40 to Havana or Matanzas; \$1.70@1.80 to Cardenas or Sagua; \$1.50@1.55 to Cienfuegos; \$1.55@1.60 to Daiquiri; \$1.60@1.65 to Santiago; \$1.65@1.75 to Colon; \$1.70@1.75 to Port of Spain, Trinidad; \$1.70@1.75 to St. Lucia; \$1.50@1.55 to St. Thomas; \$1.75@1.80 to Barbados; \$1.70 to Kingston; \$1.30 and port charges to Curacao; \$2.50 to Demerara; \$1.75@1.80 to Bermuda; \$1.50@1.60 to Vera Cruz; \$1.50@1.60 to Tampico; 14s 6d@15s 6d to Buenos Ayres; 15s 6d@16s 6d to Rosario; 14s@15s to Rio; 16s@17s to Santos; 9s@9s 6d to a direct port in the Mediterranean not east of the west coast of Italy, Spain excluded; \$5.25 and discharged to Manila; \$5.75 to Japanese ports.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending August fourth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending August 4, 1906...	13,689	16,453	30,143
Corresponding week, 1905.....	9,811	19,532	29,344
Total for 1906.....	450,370	657,321	1,107,691
Corresponding period, 1905....	397,479	538,316	935,795

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 171,896 tons.

The fact that we take THE BLACK DIAMOND, and have always taken it, is, we think, the best expression we can give that it is a publication which is appreciated. As long as we remain in the coal business we expect to receive THE BLACK DIAMOND, as the information it contains has been of great benefit to us.—Roosevelt Bros., Ackley, Iowa.



## Eastern General and Personal.

C. R. Ellicott, New York manager of the Andersen Coal Mining Co., is spending the summer season at Sea Cliff, Long Island. He is accompanied by Mrs. Ellicott and takes great enjoyment in boating and fishing on such days as he can spare from business duties.

A. G. Palmer, treasurer of the Beech Creek Coal & Coke Co., New York, accompanied by Mrs. Palmer and their son, sailed on Friday, August tenth, on the steamship Celtic for Europe to enjoy a change of climate. They expect to be gone about six weeks and will visit France, Holland and Germany, viewing the country by automobile from the central points.

Stephen B. Elkins Jr., general manager of sales for the Elkins Coal & Coke Co., New York, returned to his office the first of the week, following an illness of over two weeks. Shortly after his return from Canada he was taken down with an attack of rheumatism, which kept him confined at his home. He is now entirely recovered and again attending to the company's business.

D. G. Thompson, traffic manager of the Beech Creek Coal & Coke Co., New York, accompanied by his wife and mother, left on Friday, August third, for a two weeks' vacation. They anticipate having a pleasant time while away, and during the first week of the trip will visit their friends at Doylestown, Pa., to renew past acquaintances. The remaining time will be spent at Asbury Park, on the seashore, where they intend to enjoy automobiling and see the attractions of the Jersey coast.

After experimenting for thirty days to determine as to the most economical haul on the number of coal cars per train load to New York, the Delaware, Lackawanna & Western railroad has abandoned freight trains of sixty cars between New York city and the mines, and will hereafter use the twenty-car train with one engine. Trains of sixty cars have been sent out with three engines to Pocono Summit, and then one engine taking them on to New York, thus dispensing with two crews. The grades, however, proved too heavy for one engine and showed there was no saving.

A new company incorporated during the week under the laws of Pennsylvania, at Wilkesbarre, to mine anthracite coal, is Pardee Bros. & Co., a widely known name in the anthracite fields. The object of the company is to buy and lease coal lands and coal rights, and also to mine, prepare and sell coal. The capital stock of the company is \$10,000, divided into 100 shares of \$100 each. The business to be handled will go through the Philadelphia offices, and the organization is made perpetual. The directors of the company are: Alfred D. Pardee and Ario Pardee, of Philadelphia, and Calvin Pardee, of Hazleton, Pa.

The Boston chamber of commerce reports that receipts of domestic anthracite and bituminous coal at Boston Mass., the past month, and since January first this year, compared with the same period the previous year, have been: Anthracite, 125,623 tons and 911,593 tons, as compared with 143,544 tons and 1,132,111 tons last year, respectively, a decrease of 220,518 tons; bituminous, 248,453 tons and 1,752,481 tons, as against 229,437 tons and 1,620,813 tons in 1905, respectively, an increase of 131,668 tons. Receipts of provincial soft coal to August first were 354,379 tons, compared with 357,589 tons in the same period of 1905.

During a dense fog, early in the morning, on August first, the United States collier Nero ran ashore near southeast Light, Block island. The ship was on her way to the government coaling station at Newport, laden with 4,000 tons of coal, and her position was dangerous, as she had struck a rock and listed badly. At high tide it was seen that the work of saving the Nero had best be placed in the hands of a wrecking company. The sea traps were opened and the vessel immediately filled with water, to prevent her pounding on the rocks. While she lies in a dangerous position, a recent report was received at the

navy department from Admiral Evans that there was some chance of saving the collier.

Ralph Peters, president of the Long Island railroad, appeared on Friday of last week before Magistrate Smith in the Long Island city court in response to a summons issued on a complaint of his permitting a smoke nuisance, caused by Long Island railway locomotives, in violation of the anti-smoke law. He was accompanied by the chief counsel of the railroad company, while the board of health was represented by Assistant Corporation Counsel Walsh. An officer of the board set forth that the defendant had violated the law in maintaining a nuisance by burning soft coal in the locomotives of the road, the smoke from which was detrimental to the public health. Counsel for the railroad asked that the case be moved into the court of sessions, as all the other smoke cases had been. The court suggested that the proceeding be adjourned so that counsel on both sides could look up the sections of the code and charter relating to such charges. On several previous occasions engine drivers have been arrested for using soft coal, but the court refused to hold them and asked that the officials of the railroad be summoned to appear, as they were the responsible persons. Mr. Peters was paroled by the court until August tenth.

The past week marks the completion of the low-grade freight line of the Pennsylvania railroad between Harrisburg and Atglen, with the present Trenton cut-off, the western terminus of which is at Glenloch, within thirty miles of Atglen, its ultimate purpose being to establish a separate double-track, low-grade freight line from Harrisburg to Jersey City. The vast amount of freight traffic that has in recent years come to the Pennsylvania road has caused many difficulties in the way of congestion and delays. These have often been due to the heavy passenger traffic on holidays, and disorganized the general business, to the discomfort of the management, which decided to build a separate line to simplify and permit of a more regular and better service. The new line will be used exclusively for through freight traffic. Its construction has been in progress since March third, 1903, and from an engineering point of view the building of the road was one of the greatest accomplishments in the history of railroad construction. The result of this enormous proposition is the establishing of a road with a ruling east-bound grade of 0.3 per cent, and west-bound of 0.6 per cent, as compared with one per cent in both directions on the main line between Harrisburg and Glenloch.

According to the annual report of James E. Roderick, chief of the state department of mines in the state of Pennsylvania, the production of coal in 1905 amounted to more than forty-nine per cent of the total output of the United States. The output was 198,008,534 short tons, of which 119,361,514 tons were bituminous and 78,647,020 tons anthracite. This tonnage represents a value at the mines of about \$350,000,000 and at points of distribution of about \$650,000,000. There were 551 employes killed in the mines of the anthracite region in the production of the above tonnage. For every 1,000 employes 4.73 were killed. In the bituminous region 444 were killed inside the mines, the ratio being one employe to every 268,832 short tons of coal mined. For every 1,000 employes 3.26 were killed. In regard to the employment of boys Chief Roderick says in his report: "Concerning the employment ages of boys, the department recommends the enactment of one law making the employment age fourteen years for boys employed in and about the anthracite and bituminous mines. If a uniform law with fourteen years as a minimum were passed Pennsylvania would lead all other states and countries in practical and sensible protective legislation on this important question. While the department advocates the employment age of fourteen years for boys inside the mines, it is also of the opinion that the employment age of drivers should be sixteen years; runners, seventeen years; miners' laborers in the anthracite region and loaders in the bituminous regions, eighteen years, and miners in both regions, twenty-one years.

### D. E. Van Wickle Married.

D. E. Van Wickle, of Percy Heilner & Son, New York, was married to Miss Florine B. Smith of Hunt, N. Y., on Saturday night, August fourth, at the home of the bride. The wedding was private, owing to the recent death of the bride's mother, and only near relatives were present. The happy couple left immediately after the ceremony was performed on an extended trip through the lower provinces of Canada, in the course of which they will visit Toronto, Fort Frontenac, Montreal, Quebec, Tadousac on the Saguenay river, and other points of interest, and returning by way of Bluff Point and Au Sable Chasim, Lake Champlain and Lake George to Saratoga, where they will remain for some time before returning home.

Mr. Van Wickle has been identified with the coal trade at New York for about twenty-five years, and is universally known as one of the able and popular young men in the business. He started on his business career in 1881 with Van Wickle, Stout & Co., in the old Trinity building at 111 Broadway, where he remained serving in various capacities till 1894. In that year he became identified with the house he is



D. E. Van Wickle.

now with, Percy Heilner & Son, by whom he is highly esteemed for his executive and honorable qualities.

He is, however, even better known to his social and political friends in Monmouth county, N. J., being the present mayor of Matawan, where he resides. Mr. Van Wickle, through his popularity with the political leaders in that state, could have had many favors, but his modesty has made him decline, for the most part, although he did serve as a member of the assembly for one term and has succeeded himself as mayor of Matawan for five terms. He takes a great interest in the affairs of the county, where he is an important figure in politics and has been for many years. His advice on questions in this connection is greatly appreciated and frequently sought. His brother, Dr. Orwill Van Wickle, is postmaster of the same town.

### Beech Creek Tonnage.

The tonnage originating on the Beech Creek Branch of the New York Central railroad for the week ending July twenty-first amounted to 14,002 tons, making a total to that date of 3,163,501 tons, as compared with 4,841,294 tons for the corresponding period last year, a decrease of 1,677,793 tons.

There was no coke tonnage for the same week, so that the total for this year remains at 38,992 tons, as compared with 54,420 tons for the same period last year, a decrease for the present year of 15,428 tons.



# The Golden Rule as Applied to Coal Shipments.

By H. T. Folsom.

The application of the Golden Rule to coal shipments presents such a wide scope for discussion and so many phases which could be profitably considered, that the chief difficulty found is to select those phases that present the greatest force and which will prove to be the most profitable for discussion within the space at my disposal.

For convenience and correlation I will subdivide the subject under the following heads: The Mine Operator, the Railroads, the Jobber and the Consignee, all of whom should work together honestly and squarely for the common good and the profit of all.

## As Applied to the Mine Operator.

The Mine Operator.—How may he apply the Golden Rule to his part of the coal business?

In answer I would suggest that he prepare his coal for the trade as well as it is possible to do with the aid of the up-to-date appliances and endeavor at all times to have the sizes of his coal run uniform, especially when preparing coal for domestic uses.

He should religiously see to it that every car loaded at his tippie is first weighed light and again weighed when loaded, and that an accurate record is kept of each car and that a proper bill of lading showing the gross, tare and net weight is sent out with each car invoiced.

He should also under-bill his coal a half ton to allow for the natural shrinkage, which loss has heretofore fallen upon the consignee without any possible redress.

To my mind, mine operators who fail to thus properly equip their mines, prepare their coal and a correct bill of lading, should not expect, nor should they receive, the patronage of the trade.

And on the other hand all operators whose mines are properly equipped and who evince a desire to apply the Golden Rule when shipping, by compliance with the above suggestions, should receive the enthusiastic support of the trade, although a bonus of a few cents per ton at the mines is asked by the operator who thus conducts his business as against the operator who does not. The dealer can well afford to pay the price if he knows he is going to get careful preparation of his coal and all the coal he pays for.

## As Applied to the Railroads.

The Railroads.—How may they apply the Golden Rule?

In answer I would say that the position of the railroads as common carriers calls for impartial and unbiased treatment on their part of all shippers. They should be compelled to treat the small operator and shipper as fairly as they do the large operator and shipper.

Each and every railroad should put in track scales at or near every coal deposit that is being operated, keeping them at all times in perfect order. They should install competent weighmasters, who should be held responsible under bond for the proper weighing of cars light and loaded, and they should be compelled to weigh each car light the day it goes to the tippie for loading and reweigh again when loaded, giving the date of such transactions on a proper bill of lading which they should furnish with each car, showing the gross, tare and net weights in each instance and then they should under-bill each car from two to five per cent, depending upon the nature of the coal loaded in the car, to cover in part the natural shrinkage.

Then if they insist on using stencil weights on their cars, they should be compelled to restencil such weights at least once a year, marking thereon the date such car was weighed and restenciled, and no stencil weight should be considered in a single instance, if more than a year has elapsed since the car was restenciled.

Every railroad company should use due diligence in the forwarding promptly to destination of coal shipments; and they should be subject to a penalty of some kind, whenever they have unduly delayed a car in transit, without reason or extenuating circumstances.

They should also be compelled to pay a reasonable

profit to the consignee on all coal confiscated by them, thus, in a measure, compensating the consignee for the loss in business and prestige he invariably suffers by reason of such confiscation; and they should be compelled to report promptly to consignee on the date such confiscation takes place. Upon the arrival of a car of coal at destination, the railroad company should be compelled, upon the request of the consignee, to reweigh said car of coal in question, both loaded and light, and should deduct from the expense bill both the amount of shortage occurring in cost of coal at mines and freight, or if consignee pays the freight beforehand, they should pay to him in cash the amount of the shortage within ten days.

In other words, they should be compelled to deliver to the consignee the goods which they accept from the mines.

They should also devise some system which would enable them to take up and settle or reject all claims made upon them, promptly, and not be permitted to handle such claims as they do now. All too frequently a claim agent calls around to pay a claim or to state that the claim can not be allowed, long after the original claimant's tired body has moldered many moons in its last resting place, and the heirs at law, having settled up the estate, have scattered to the four winds, and the poor claim agent can find no one authorized to "take the money," or to receive the official notice of the rejection of the claim. Such frequent occurrences as these make the lot of the claim agent a hard one, so much so, in fact, that his occupation is fast becoming universally recognized by insurance authorities as an undesirable, extra-hazardous risk.

## As Applied to the Jobber.

The Jobber.—How can he apply the Golden Rule?

He should handle only the best coals obtainable and thereby work up and maintain a high reputation for selling good coal. The jobber should sell his coal under its proper name and not substitute an inferior article for a standard coal, simply because he can for a time increase his commission.

He should also secure from the operator a proper bill of lading covering each shipment, which he should send to his customers with each invoice; thus giving his customer documentary evidence to support any claim that might arise as to shortage, the kind of coal, etc.

He should be fair to the railroads, by not shipping any more coal to any given point than he can readily dispose of on arrival, and if he does otherwise and gets "stuck" he should pay all demurrage charges and other costs promptly and cheerfully, like any other "square" gambler.

He should maintain prices strictly and never cut a price except under absolute necessity and then he should make it plain to his customer that he was granting a concession, and why.

The jobber in selling should be careful to sell only to the regular trade, cutting out all sales to "snowbirds" and "fly-after-one-season" dealers. He should also be careful not to "knock" and should make no statement about his own goods or the "other fellow's" that he can not back up from start to finish.

## As Applied to the Consignee.

The Consignee.—How can he apply the Golden Rule?

Having been a regular attendant at coal dealers' conventions for a number of years, I have heard all about what the railroads and the operator should do for the good of the coal trade; I have also heard in emphatic accents just what the "snowbird" and "irregular shipper" should do; but I confess that unless my memory plays me false, and my eyes deceived me as I read, I have never heard or seen anything that was particularly instructive concerning the duties and obligations of the consignee, who is usually the retailer. Can it be that the retailer is perfect? And that he has no duty to perform in dealing with the operator, jobber and railroad? I think not. It must be because of the innate and clearly understood "modesty" of the retailer that has pre-

vented the giving of an expression along these lines.

I contend that the retailer has the best of opportunities to apply the Golden Rule and to give vitality and life to the expression, "square deal." I am glad to believe that a large majority of the retailers act on these lines habitually from principle, but, alas! there are still some left who are either so narrow that they stand in their own light, or are so unprincipled as to bring disgrace upon themselves by their dealings, which cast the miasmic cloud of suspicion and disrepute upon the whole fraternity of retailers.

The coal dealer is a necessity, and all dealers who are fair and square should demand a reasonable profit. Until the dealer does this he is not entitled to, nor should he expect, the confidence and esteem of the public. The retailer owes the operator, jobber and railroad careful consideration. He should only buy of the operator or jobber who furnishes satisfactory bills of lading and who have the reputation of being "square." If the retailer buys a car of coal from such operator or jobber and the coal is shipped by them before cancellation notices reach them, the retailer is, in all fairness, bound to receive the coal upon arrival, although he may at times lose a little money.

## Refusing Coal Without Good Reason.

After a car is in transit to a retailer on an order and it arrives upon a warm balmy day, don't refuse the coal on account of poor quality before you have looked at it; don't wire the jobber or the operator that the coal is N. G., or all slack, but that you will accept same at fifty cents per ton off price. To do thus is not applying the Golden Rule or the principle of the "square deal." If you have bought a car of coal from a jobber or operator who has sent you a proper bill of lading and you have accepted the car and unloaded it and the car turns out to be short, don't deduct the amount of the shortage from your remittance to the operator or jobber, but pay them what you owe them and make your claim in proper form against the railroad company, which is alone to blame for the shortage. Don't ask the jobber or the operator to fight your battles for you. If they have done the fair thing with you, you in turn should do the fair thing with them.

There are many other "short cuts to wealth" which are practiced by some retailers, but time does not permit of further detail. Every retailer has a conscience and a healthy sense of fairness. If he chooses to exercise these faculties they will invariably guide him aright, and it is really his desire and determination to be "on the square" in his dealings.

No retailer should expect the operator, jobber or railroad to stand it all and to be responsible; when in many instances the retailer is alone to blame; or is at least guilty of contributory negligence by not making claims in proper form, by not demanding a proper bill of lading, by using poor judgment in buying stock, and by a general lack of business sense and care in the conduct of his affairs.

The operator, jobber and railroad want business, and will do anything within reason and fairness to get it and hold it. But it is no more than fair for them to get a square deal in return.

If retailers, as individuals and in their associations, will see to it that they stand in the right themselves, clean their own stables, as it were, overcome the petty jealousies that often cost them so dearly in money and loss of self-respect, recognize the right of their brother retailer to do business, and come to remember always that there is a strong community of interests between the operator, jobber, railroad and retailer, then, and then only, can they arrive at the high plane to which they, as coal dealers, aspire, and can expect to consummate the reforms for which they have labored so ardently and which are ready to hand, simply for the plucking, the minute they are ready to act as a unit, believing that the good, or ill of one is the good or ill of all.



## Western Retail Notes.

The retail coal, wood and cement business of J. E. McClintock, Cherokee, Iowa, has been purchased by Robert Gracey, of the same city.

The Union Grain & Coal Co., Anderson, Ind., has been incorporated with a capital stock of \$50,000 by George A. Lambert, Barzillai O. Barnes and M. N. Barnes.

Murphy Coal & Wood Co. has been incorporated at Peabody, Mass., with a capitalization of \$20,000. The incorporators are Patrick J. Murphy, Edward O. Keefe, Edmund J. Murphy.

Newhouse & Elefson, retail lumber dealers at Lanesboro, Minn., have decided also to engage in the coal business. A coal shed, 16x70 feet, which when completed will be equipped with all modern improvements, is now under construction.

Coal Consumer Co. has been incorporated at Lawrence, Mass., to deal in coal, wood, etc.; capital, \$40,000. The officers of the company are: President, Maurice A. Murphy; treasurer, Henry N. Peabody; clerk, Maude A. Boyle, all of Lawrence, Mass.

The Holmes & Hallowell Co., retail coal dealers at Minneapolis, Minn., will make an extensive improvement on land adjacent to the Great Northern railway, which they recently purchased between Sixth and Eighth avenues, the entire investment being about \$35,000. Storage for 10,000 tons of coal will be secured, as well as 1,000 feet of trackage.

Arrangements are being made for opening the headquarters of the Kentucky-Tennessee Retail Coal Merchants' Association in room 204 Louisville Trust Co. building, Louisville, Ky. The suite will be handsomely furnished, and every convenience afforded for carrying on the work of the organization.

The coal and grain business of Haase Bros., Sioux Rapids, Iowa, has been disposed of to James Wagner, Storm Lake, who will take possession within a few days. Mr. Wagner is already engaged in the grain business at Storm Lake with his son, but will personally conduct the business recently acquired.

Fred R. McVeity, St. Joseph, Mo., has sold his interest in the McVeity Fuel Co., of that city to ex-Alderman John W. Bruce. He and Mr. Bruce have been associated in the business for a number of years and both are well known in St. Joseph. Mr. McVeity plans to engage in the coal and cement business at Kansas City.

A Minneapolis fuel dealers' association credit department is about to be formed for the protection of credits among the Minneapolis fuel dealers. For a number of years promiscuous credit has been obtained from most every dealer in this city, and as there is but a small margin of profit made by the retail dealers, it would take the profit of many tons to make good the loss of one. Reports on credits from all dealers will be kept on a card system at the secretary's office of the credit department for the benefit of the members. To establish good credit hereafter it will be necessary to pay all accounts promptly, as delinquents will be reported each month.

Patrick Coughlin, one of the best known business men of Chelsea, Mass., died at his residence in that town recently after a long illness. He underwent an operation at the Carney hospital last spring, and never fully recovered, death resulting from a complication of diseases. Mr. Coughlin was born in Oswego, N. Y., and was forty-nine years of age. The family removed to Chelsea when he was quite young, and he received his education in the schools of that city. He was for a time engaged in the express business, but twenty-two years ago he went into the coal business as one of the firm of McCarthy & Co. About two years ago he bought out his partner's interest and has since conducted the business alone. He was a director in the Chelsea savings bank and the Revere Ice Co., a member of the Chelsea board of trade and of the Revere Council of Knights of Columbus.

As the result of murderous assault, Patrolman Herman Shiel and Thomas Hickey, of Wakefield, Mass., a coal merchant, lie wounded at the relief hospital, the victims of three robbers, who in broad daylight held up, robbed and shot Hickey at his office at Charlestown, Mass., then engaged in a street battle with the police, in which Shiel

was maimed by bullets fired by the desperadoes. Such a bold crime has not occurred in Boston for many years and the police directed every energy to the capture of the third of the criminals, the other two having been arrested as the climax of the struggle with the authorities. Hickey was robbed of \$200 in cash and valuable papers. The two men taken into custody are George W. Everson, twenty-seven years of age, of New York city, and Fred Saecatti, thirty years old, of Bridgeport, Conn. They entered the coal office while Hickey was alone and demanded money. The merchant refused their demands and was shot through the neck by one of the robbers and then relieved of his money. While badly wounded, Hickey struggled with his assailants, who fled to the street, where they were pursued by Patrolman Shiel. In an exchange of bullets, the officer was shot in the leg and rendered helpless. Other police pursued the robbers and after the shooting captured two of them.

## Western Coal and Coke Notes.

### New Western Enterprises.

E. H. Reynolds has organized a wholesale coal business at Sheldon, Iowa, with the expectation of supplying a large portion of northwestern Iowa with fuel.

Articles of incorporation have been filed by the Devaney-Kirk Coal Co., Salineville, Ohio, showing a capital stock of \$10,000. The incorporators are H. H. Kirk, John J. Kirk, W. F. Kirk, Ed. Kirk and Nora Kirk.

The Warsaw Cannel Coal & Oil Co. has been incorporated at Cleveland, Ohio, with a capital stock of \$25,000. The incorporators are Edward W. Disseth, Charles H. Hower, A. I. Nicholas, William P. Dunlap and T. K. Dissette.

### General Western Coal and Coke Notes.

Robert Ford, Carbon, Iowa, has purchased the interest of William Collins in the Collins & Barker coal mine at that town.

Coal operators who have been prospecting for coal in the vicinity of Donnybrook, N. D., report finding a vein of coal over five feet in thickness and of a very good quality.

The coal mine at Bagley, Iowa, formerly owned by William Marchant, of that city, has been purchased by Edward Talbert, who in turn has leased the property to Harry Thomas.

Julius Broehl, who for the past twenty-two years has been general manager of the Pana Coal Co., Pana, Ill., has retired from active business and has sold his stock in the company. Mr. Broehl's successor has not yet been named.

The Hester mine, of Republic, Wash., which is owned by Seattle parties, has been bonded to J. Strong and partners, who will proceed to the work of development immediately. J. T. Ronald is president of the company that holds the property.

W. D. Bruton, of Thorp, Wash., who, with C. A. Splawns, owns about 1,200 acres of coal lands in the vicinity of Thorp, has taken options to purchase coal underlying approximately 1,500 acres of lands in that section. The options extend for two years, the price being \$5 an acre.

The mines of the Crescent Coal Co., Chelalis, Wash., were threatened with destruction from a big forest fire for several days last week, but as the result of hard work on the part of employees of the company the blaze was kept from the mines and buildings.

Jonas Johnson, Donnybrook, N. D., has purchased the coal mine at that town formerly owned by the Mellon Coal Co. The mine which was worked by Mr. Johnson last winter has been closed down, and all of the new owner's time will be devoted to operating the newly acquired property.

For some time Oscar Kimes has been engaged in sinking a coal shaft near the Santa Fe road, two miles east and one mile north of the business district of Streator, Ill. It is only a short distance from the old Pekin shaft, which proved such an expensive venture. Mr. Kimes says there are about 800 acres of coal in the locality in which he is sinking the shaft, the land under which the coal lies being owned by C. W. Reddick, Ike Mason, Charles Gurney and Fred Benckendorf.

He has already secured leases for the coal under the Reddick and Mason farms. It is estimated that there are four million tons of coal in the territory designated, and Mr. Kimes is very optimistic concerning the prospect of the mine.

The By-products Coke Corporation, of Chicago, has made a mortgage to the First Trust & Savings Bank of that city, as trustee, to secure \$2,000,000 twenty-year six per cent bonds, redeemable any interest day after five years at 105. The immediate issue is said to be \$600,000.

According to the monthly report of the customs office at Toledo, Ohio, the amount of coal shipped out of that port has doubled during the last month over the amount shipped in June. In July 188,439 tons of coal moved out, while in June the shipments amounted to 78,995 tons, May 53,739, April 63,724 tons.

The Standard Coal Co., Grand Forks, N. D., which operates lignite mines at Williston, in that state, has been awarded the contract for supplying the state normal school at Mayville with its next winter's supply of coal. This is the first time the Mayville institution has used lignite and it is something of an experiment.

Contracts have been awarded by the Stemp Springs Coal Co., which owns some of the finest coal properties in the state near the mining camp of Dillon, Wyo., for the construction of a large number of coke ovens. Tests show the coal to be excellent for coking purposes. The product will be marketed on an extensive scale.

The Craig & Dawson Coal Co., Ft. Dodge, Iowa, is prospecting for new veins of coal on the company's property near Lehigh. The work has proceeded rapidly for the limited time that it has been pursued and there is hope of striking other veins than those now operated. Mr. H. T. Dawson, of Ft. Dodge is superintending the work.

Although it is not a year since the Colorado Fuel & Iron Co. dismantled its coal mines at Capitan, N. M., work has been commenced already to make one of these mines a producer again. No. 1 coal mine, the first to be opened in the district and the last to be closed, and which caved in last February, will be the first to be reopened. The roof of the slope is being timbered and tracks are being laid.

Work is progressing steadily at the new mine of the Consumers' Coal Development Co., located west of the Jamestown mine, near Saginaw, Mich. The shaft is sunk to the coal stratum, which is about thirty-two inches thick. The coal is bright and firm and appears to be of a rich grade. A number of mine buildings have been completed and work on the tipples will soon begin.

William Banfield, of Follansbee, W. Va., has closed a deal whereby he becomes owner of 300 acres of coal lands at Irondale, Ohio. This purchase of Mr. Banfield adjoins other holdings of his there. With other men interested, Mr. Banfield expects to form a company and develop the coal lands on an extensive scale. The McClain, Horrigan and Purvis tracts were included and the purchase was made from J. E. Paisley.

The Golden Cycle Co., owning one of the big gold-mining plants near Cripple Creek, Colo., has determined to go into coal mining on an extensive scale. A short time ago this company invested in over eleven thousand acres of coal lands, for which it paid about \$200,000. The coal, which is sub-bituminous, will be mined at once on an extensive scale, but the larger part of the output at first will be consumed at the power plants of the company's own gold mines.

Announcement is made at Cheyenne, Wyo., by the Union Pacific that the construction of a sixteen-mile branch line from Thayer to the new coal camp at Reliance, north of Rock Springs, will be completed within a few weeks' time when another monster coal camp will be opened up. Four big mines, producing the same quality of coal as the famous Rock Springs collieries, will be developed by the first of the year, 1,000 miners will be employed and a new town with a population of about 5,000 people created.

The Danville mine, in King county, Wash., which belongs to the Vesuvius Coal Co., is considered something new in the line of geological freaks. Seven workable veins of coal run along parallel to each other and stand perpendicularly



and are so closely situated that a 700-foot tunnel crosses through them all. The largest vein is ten feet wide, the smallest three and a half feet, the whole aggregating a width of thirty-five feet. In the seven hundred feet of ground which separates the two outside veins, streaks of fire brick clay equaling one vein of 120 feet wide is found, which will also be extracted. Men are now digging on the property, sinking slopes with a forty-five per cent grade. They have reached a depth of 450 feet in the larger vein and are shipping the coal taken from it. A railroad has been constructed for this purpose by the proprietors.

With the positive assurance that the Bear Creek branch of the Yellowstone Park railway will be finished within thirty days, the Montana Coal & Iron Co. has decided to open up its extensive coal measure at once, with the hope of being in the market with fuel next winter. These properties are situated near Red Lodge, Mont., and include 3,000 acres of good coal land, abutting the Amalgamated claims. The mouth of the tunnel to be driven will be about a mile distant from the Bear Creek Coal Co.'s workings. Elijah Smith, of Boston, Mass., the president of the Montana Coal & Iron Co., and associates have put up \$200,000 in cash to develop the mine and install an electric power plant and tipples. The work of development is to be begun at once under the management of George T. Lamport, who is a large stockholder and the principal owner of the ground.

The development work in the Chickaloon, Alaska, coal fields has reached the stage where nothing more can be done until the rails of the Alaska Central are laid to the properties. A total of 2,000 feet of tunnels has been driven into the coal veins. The property is now in condition to ship 1,000 tons of coal a day as soon as the necessary machinery is installed. The coal has shown marked improvement with depth. It is declared equal to Pocahontas coal. Two of the seven tunnels of the Alaska Central Railway on miles 51 and 52 have been finished and work on all the others is going ahead, with 400 men, night and day shifts being employed. Of the aggregate of 3,730 feet in the seven tunnels less than a thousand feet remain to be bored. The two trestles approaching tunnels 1 and 7 are also well advanced, and most of the grading is finished for twenty miles beyond the tunnels.

The Missouri Cannel Coal Co. was recently organized under the laws of Missouri with a paid-up capital of \$400,000. This company owns 3,220 acres of coal lands in Morgan and Miller counties and has eight shafts sunk into what are said to be the largest bodies of cannel coal so far known in America. None of the shafts have as yet completely penetrated the cannel coal, but the actual measurements of the thickness of the coal so far penetrated is claimed to be from fifty to sixty-five feet. Two shafts on this property show bituminous coal, but all the coal is of very fine texture and free from sulphur, while it burns to a clean ash without clinkers. The coals show over fifty per cent of fixed carbon. They lie near the surface and will be handled by stripping with steam shovels. The officers are: James Applewhite, president; W. W. Farris, vice-president; G. D. Able, active vice-president and general manager; S. W. Tate, secretary, and J. C. Ottinger, treasurer. All are residents of Memphis, Tenn., except Mr. Able, who is at Versailles, Mo. As the property lies six miles from a railroad, the Versailles & Sedalia Railroad Co. has been incorporated, for the purpose of building a line at once as far as the property of the Missouri Cannel Coal Co., and ultimately to Sedalia, a distance of thirty miles. At Versailles the new road will make connection with the Frisco and Missouri Pacific systems.

## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

The Bardolf Coal & Coke Co., has been incorporated at Philippi, Barbour county, W. Va., with a capital stock of \$200,000. The incorporators are Charles F. Teter, Clarence E. Robinson, Samuel A. Moore, of Philippi, W. Va., and K. T. Deegan and Edwin F. Hartley, of Fairmont, W. Va.

The Coalburg Kanawha Coal Co. has been incorporated at Coalburg, W. Va., the incorporators

being a party of Charleston capitalists. The offices of the company will be located in the Kanawha Valley Bank building. The capital stock of the company is \$50,000, of which \$30,000 has already been subscribed and \$3,000 paid in, and the incorporators are W. S. Edwards, R. G. Quinn, J. L. Dickens, B. Minor Jr. and F. Smith.

### General Eastern Coal and Coke Notes.

O. S. Blair, of Star Junction, Pa., has been chosen to succeed the late John S. Newmyer as general manager of the Washington Coal & Coke Co.

The contract has been let for the extension of the Ligonier Valley railroad five miles in order to develop the Ligonier Valley coal field of the Shenango Furnace Co.

Under the provisions of the will of the late Charles Ferguson, of Philadelphia, coal operator and mine owner, who died on July tenth, an estate amounting to more than \$1,000,000 will eventually go to the Presbyterian hospital of this city and the American and New England Anti-Vivisection societies.

The Laurel Run breaker of the Lehigh Valley Co. at Parsons, Pa., which was being torn down to make way for a new and more modern structure, collapsed when partially demolished and four carpenters who were employed in razing the structure to the ground were seriously and perhaps fatally hurt.

Hugh Ross, of Mount Pleasant, Pa., late the mine foreman for the Rainey Coke Co. at Acme, has gone into the coal business for himself and secured 2,200 acres in Indiana county, Pennsylvania. His field adjoins the mines of the Rochester and Pittsburg Coal & Iron Co. and other concerns shipping as high as 100 cars a day from one plant. The coal of this field shows up well in analysis and is being rapidly taken up.

S. W. Culver, of Wilkesbarre, Pa., is at the head of a company of capitalists who are investing thousands of dollars in coal lands in the Hazleton district. They have purchased from the Reeder estate at Easton the abandoned Evans colliery at Beaver Meadows, and will develop the veins that were not touched by the former operators of the place. A breaker costing \$75,000, to be run by electricity, will be erected. Nearly 100 houses will be put up for the employees.

The Jenney Gap Coal & Land Co., which was recently formed at Charleston, W. Va., was organized for the purpose of holding about 600 acres of coal lands in Raleigh county, West Virginia, which are being leased to Lee Long, of Burnwell, who is now preparing to make test drills. If the tests are satisfactory, it is stated that Mr. Long will begin developing the property at once. Officers of the Jenney Gap Coal & Land Co. are J. B. Lewis, president; S. K. Owens, vice-president; J. W. Moore, secretary and treasurer.

The Percy Mining Co. has been enjoined from removing the coal from under the land of the heirs of Caroline De Saulles without leaving proper support. The land is in North Union township, near Uniontown, Pa., and the decree was handed down by Judge R. E. Umbel, who holds that the title to the coal alone does not authorize the defendant to remove all of it, regardless of consequences to the surface, even though the defendant recognizes its liability for damages and stands ready to pay them. If the owner of the surface elect that it shall be maintained intact he has the right to do so, and upon his so electing the court held that he is entitled to an injunction.

A new shaft will be sunk in connection with the new breaker which is now being built by Messrs. Elliott, McClure & Co., owners of the Austin Heights colliery at Sibley, Pa. As a result of this plan, there will be a new colliery with twice the capacity of the old breaker which was destroyed by fire about two months ago. The announcement of this enterprise has caused general rejoicing in the vicinity, which was beginning to feel the effects of the idleness caused by the burning of the old breaker, coupled with the strike at the Jermyn colliery. The new shaft will be sunk to the Red Ash vein, and work on it will be

pushed rapidly, so as to have it ready when the new breaker is in operation.

The aged Daniel Drawbaugh, whose litigations in the United States courts many years ago against Alexander Bell made him known as the prior inventor of the telephone, notwithstanding Bell's gaining the patent suits on technicalities, and who has been turning out many inventions at Eberly's Mills, Pa., in rapid succession for the last twenty-five years, has announced that, with the aid of Dr. B. E. Gamble, he has discovered a practical fuel to take the place of coal. This new fuel is being manufactured now at Bowmansdale, east of Carlisle, Pa., under a secret process. It is composed of chemicals and a fibrous matter, and weighs only half as much as coal. The new fuel will be made in different sized molds. It is also declared that tests made with the new fuel show that it does not clinker, burns freely, gives off more heat than coal, lasts longer and will probably cost about one-half as much as coal. Perhaps so!

Plans are being made to start a new coal mine at Logans Ferry, near New Kensington, Armstrong county, Pa., the plant to cost about \$250,000. A great deal of land has been bought and leased in the vicinity lately by the Kensington Coal & Gas Co., which has also acquired twenty-five acres of river frontage at Logans Ferry, for \$1,000 an acre, and will sink a shaft on it soon. Coke ovens will also be constructed. George E. McFetridge, Jr., of Tarentum, is president of the company. The tipple will be located but a short distance from the government dam at Barking. Sidings are already being laid out by the Pennsylvania Railroad Co. The coal is of the lower Freepport vein. Two stratas, each about four and one-half feet thick with a foot of clay between, can be reached at a depth of not more than 125 feet. For some time McFetridge and others have been quietly securing options on coal lands in Plum township where the mine is to be located, and they now have over 3,000 acres of fine coal at their disposal. Other parties have succeeded in getting an additional 7,000 acres of land in the same locality.

A judicial decree has been handed down granting a perpetual injunction against the Pittsburg Junction railroad, restraining it from using soft coal in its engines or blowing whistles while passing through the Oakland district of Pittsburg, Pa. The injunction was granted as a result of the argument in the case of Mrs. Eliza Thaw Edwards against the railroad. The decree in full is as follows: "It is ordered and decreed that the decree heretofore entered dismissing the bill of complaint is revoked, and it is ordered and decreed: First, that the said Pittsburg Junction railroad is hereby perpetually enjoined and restrained from using on and after September first, 1906, upon its locomotives on the route of its railroad along and under the streets and alleys between the Monongahela and Allegheny rivers bituminous coal as fuel, and from emitting smoke or soot from its locomotives. Second, that the Pittsburg Junction railroad is perpetually enjoined from using the steam whistle as a signal, or permitting signaling by steam whistles by its locomotives while upon or traversing said route of its railroad between the Monongahela and Allegheny rivers. Third, the defendant company is hereby directed to pay the costs of this proceeding."

## Southern Coal and Coke Notes.

### New Southern Enterprises.

The general offices of the Darby Coal & Coke Co., formerly at 810 Mercantile Library building, Cincinnati, Ohio, have been removed to the company's mines at Darbyville, Lee county, Virginia.

The Globe Coal & Coke Co., Cullman, Ala., has been incorporated to operate coal mines and coke ovens at that city. The capital stock of the company is \$500,000, and the incorporators are William Mode Cook, Alfred W. Lillendahl and G. H. TenBroek.

The Pennington Coal Co. has been incorporated at Pennington Gap, Va., with \$50,000 capital stock. The incorporators and officers of the company are E. W. Pennington, president; J. C. Noel, vice-president; A. G. Hyatt, secretary and treas-



urer, and W. B. Emmert, A. N. Pennington, J. V. Graham, all of Pennington Gap, directors.

The Black Mountain Collieries Co., chartered by the state corporation commission of Virginia, with a capital stock of from \$100,000 to \$250,000, of which James M. Barr is president, will undertake general mining operations in "any county in this state." Associated with Mr. Barr, recently president of the Seaboard Air Line, are Frank C. Wright, of Cincinnati, as secretary-treasurer, and W. A. Garrett, of Cincinnati, as director. The principal office is to be in Norfolk and the charter provides for coal mining, manufacture of coke, the ownership of not exceeding 10,000 acres of land at any one time, and permits the new company to buy, sell or lease properties that may be desired for its operations.

#### General Southern Coal and Coke Notes.

Coal and timber lands known as the Hill tract in Grundy and Sequatchie counties, Tenn., have been sold to C. F. Barnes, Wm. Barnes and W. T. Moody, of Texas, and Charity Hall, of Chattanooga, for \$20,000. Two railroad surveys have been made across this property and it is only a question of time when it will be developed, as all the adjoining lands are rich in minerals as well as covered with valuable timber.

An order of court has been made providing for the sale of the properties of Lookout Mountain Iron Company at Battelle, Ala. The sale will be made by the present receiver, C. A. Stillman, on Monday, October twenty-third, in front of the government building in the city of Birmingham. Mr. Stillman will remain in charge until that time. The property consists of a 300-ton iron furnace, coal and iron ore mines and 150 coke ovens. The cost was \$1,500,000. Mr. Stillman was appointed receiver in March by Judge Thomas G. Jones of the United States court, who issued the order today.

A deal has just been closed at Crossville, Tenn., and the consideration paid whereby the North American Coal & Coke Company has acquired the holdings of the Citizens' Co-operative

Coal & Land Co. The lands sold consist of 4,000 acres of the finest coal lands in the southwest portion of the county, about fourteen miles from the Southern railroad and about three miles from the Eastland branch of the Nashville, Chattanooga & St. Louis railway. This tract of land has been thoroughly tested and a number of openings made. The coal averages about four feet in thickness under the entire tract. The property will be developed as soon as transportation facilities can be had.

John W. Robinson died at his home at Grahams Forge, Wythe county, Virginia, July sixteenth, aged sixty-nine years. He was one of the most widely known business men in this section of Virginia, his business career commencing with the late David Graham, Sr., one of the pioneer iron manufacturers in southwest Virginia. He was founder of the Virginia Iron, Coal & Coke Co., and was prominently identified with that corporation up to the time of his death. He also was largely interested in the Bank of Norton, Va., and the Pulaski National bank. He was the senior partner in the firm of Robinson, Tate & Co., of Lynchburg, and was a large stockholder in a number of other important concerns in the state.

The coal situation in Alabama is most satisfactory. The mines in operation are doing exceedingly well, and there is a demand for every ton of the product being gotten out. But five of the commercial coal operators in this state dealing with the union miners heretofore have failed to sign contracts for this year. One or two of the operators will in the next day or two sign contracts with the union miners and start up their mines again. Less than half a dozen mines are idle in this state and at the other places there is strenuous effort being made to get out the largest possible amount of coal. Steam coal in particular is finding a strong demand. Coal from Stout's Mountain, in Cullman county, on the Louisville & Nashville railroad, is being shipped right along to Mexico, going via the Louisville & Nashville to Pensacola and thence by boat to Vera Cruz. The railroads in Mexico

and industries in that country are using the product, and find the Alabama coal equal to any to be had. The coal is hard and stands the heavy handling well. The development in virgin coal fields in Walker county, Ala., this year yet promises to be very extensive. The Pratt Consolidated Coal Co. will open a dozen mines along the new extension of the Louisville & Nashville railroad being constructed from their Mineral Springs branch. The daily output of the Pratt Co. will be increased from 8,000 to 20,000 tons. Then J. F. Hanson, president of the Central of Georgia railroad, and his associates, who are supposed to be the Pratt Consolidated Co., will begin developments shortly in the coal field recently purchased by them from the Gulf Coal & Coke Co. Seventeen thousand acres of land were purchased and it is believed that it is well laden with coal. The Southern Steel Co. is pushing the work on its new coal mines at Virginia City, in the lower part of Jefferson county. The Tennessee Coal, Iron & Railroad Co. has started a new mining town near the Blue Creek region, in Jefferson county. H. F. DeBardeleben is opening mines near Pelham. Other mines are being opened and the prospects as to coal production are very bright.

The Brasher Coal Company, of which J. B. Brasher is president, on July fourteenth, sold their mines at Oak Hill, Ky., to a Pennsylvania syndicate for \$60,000. The new company incorporated and organized under the name of the Chesley Coal Company. They took charge of the property Monday morning. It is reported that they will add other lands and coal rights to the Oak Hill property, and in all probability will build a switch from Oak Hill to Nortonville, thereby getting connection with the Illinois Central, enabling them to make shipments over both the Louisville & Nashville and the Illinois Central railroads. They will also put in electrical haulage and greatly increase the output of the mine. The Oak Hill mine is a fine piece of property, the coal being of superior quality. It was opened eight years ago by the Oak Hill Coal Co., with Jabus Trathen as president. It was acquired by the Brasher Coal Co. in May of this year.

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The development of the Star Cahaba Coal Co. near Parkwood, Ala., is progressing rapidly and a gratifying output is being had. This mine was opened at the beginning of the year and has only recently been supplied with railroad facilities. Houses are being built and the latest machinery installed.

The Southern Anthracite Coal Co., of Clarksville, Ark., the organization of which was recently noticed in these columns, owns 440 acres of semi anthracite coal lands, with 100 acres more under lease near Spadra, in Johnson county, which it contemplates developing at once. A plant to cost about \$40,000 will be installed and is expected to have a capacity of 500 tons per day.

After three years' work in preparation and an expenditure of over \$250,000, the Windrock Coal Co. has begun the active shipment of coal at Oliver Springs, Tenn. This company has perhaps the best, most up-to-date and expensive equipment of any coal mine in the state. But this outlay is fully justified by the enormous quantities of the finest quality of coal. These mines are at the terminus of the Louisville & Nashville spur track leading from the main line at Dossett.

The Big Sandy Co., of Boston, which owns 130,000 acres of coking coal land in Pike county, Kentucky, reports great activity recently in the making of leases on royalty at ten cents a ton with leading coal operators from Pennsylvania and the Pocahontas field. Under leases already closed work has commenced upon the opening of ten mines, to have a daily output of 6,000 tons, all of which will go west over the seventy-seven mile

Big Sandy extension of the Chesapeake & Ohio, built last year at a reported cost of \$4,000,000 in order to reach this property and open up the Elkhorn coal fields.

A deal has just been closed whereby the Flynn Cove coal field in Cumberland county, Tenn., has been transferred to the North American Coal & Coke Co. by the Citizens' Co-operative Coal Land Co. at Crossville. There are about 4,000 acres of land, and it is considered one of the finest properties on the Cumberland plateau. It is understood the Southern Railway will build a branch line from Crossville at an early date, and the Eastland branch of the N. C. & St. L. Railroad is now within about three miles of the property. The property will be developed as soon as shipping facilities can be obtained.

A deal is reported as having been consummated for the sale of the Flynn Cove coal field on Laurel creek, in Cumberland county, Tennessee, to the North American Coal & Coke Co. The property consists of about 4,000 acres of land, and was sold by the Citizens' Co-operative Coal Land Co. at Crossville. It is understood that the Eastland branch of the Nashville, Chattanooga & St. Louis Railway has been constructed within three miles of the property, and that the Southern Railway will construct a branch line from Crossville within a short time. The field will be developed, it is said, as soon as shipping facilities can be had.

The purchase of large tracts of coal and ore lands in the southern part of Jefferson county and in Shelby county, Alabama, by the Alabama Fuel & Steel Co., of which J. M. Overton, of Nash-

ville, Tenn., is president, and H. F. DeBardleben, of Birmingham, general manager, gives indication of large developments by this company, part of the plans, it is said, being to erect a big steel plant, a couple of blast iron furnaces and other works for the manufacture of both iron and steel and then the working of both metals. No definite announcements are made beyond the fact that large tracts of coal and ore lands have been purchased or options on same secured. Two railroad lines are being surveyed now to the coal lands purchased in the southern portion of the county and other preparations being made looking to the big development.

The Cumberland Railroad Co., operating a coal road from near Barbourville, Ky., to the Brush Creek coal fields, has ordered 1,000 additional coal cars. For several months operations in that territory have been embarrassed by a scarcity of cars for shipping purposes, and the purpose of the new supply will be to avoid this in the future. Antagonism of the Louisville & Nashville and Cumberland roads is said to be one reason for a lack of cars at the new mines on the Cumberland line. The fight of these companies started with the famous controversy over Greasy Creek gap, through which each company wanted to extend a line. Great activity prevails in mining in the Brush Creek territory.

The South & Western Railway, now being constructed between the Virginia coal fields and the Carolinas, in order to make a direct outlet to the Atlantic seaboard, is not lacking for funds with which to carry on the work. It is stated that \$15,000,000 in five per cent notes

have been issued and sold to promoters of the road, which is to connect with the Seaboard Air Line in North Carolina. These notes, which run six years, were purchased by Blair & Co., Speyer & Co. and the Old Colony Trust Co. This means that work is to be rushed on the road with all possible speed. George L. Carter, the chief of the construction work, is quoted as saying that the most serious problem in the way of prompt completion of the road is the difficulty in securing sufficient men. At present the company is working about 6,000 men. The chief offices of this company are in Bristol, Tenn.

The contractors who have the contract for erecting four large coal washers for the Tennessee Coal, Iron & Railroad Co. at Ensley, Wylam and Pratt City are completing the concrete foundations upon which the structural iron will rest. It is said that the one at Pratt City will be the largest coal washing plant ever constructed in the United States. The one to be erected at No. 4 mine, just opposite the steel works in Ensley, will be next in size, and it is claimed that even it exceeds any other in the country. The big washer plant at Pratt City will have a capacity of over 2,000 tons of coal per day. The combined capacity of the plants will run considerably over 6,000 tons per day, which is about the present output of the mines. The type of washers is known as the Stewart jig and represents the highest attainments in the science of modern mining machinery. The four plants will be finished by the end of the year, at which time it is believed that the output of coal will be much greater than at the present.

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# THE BLACK DIAMOND

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★★★

CHICAGO  
CINCINNATI

AUGUST 18, 1906.

NEW YORK  
PITTSBURG

\$3.00 PER YEAR.

## General Review of the Markets.

Speaking in general terms, changes in trade conditions throughout the country during the past week have been confined to lesser details, the general state of the market in the different sections showing no radical changes. Characterizing the situation briefly, dullness continues in the east, depression continues in the west, and prosperity continues in the section lying between.

The anthracite trade in the east is even more quiet than it was a week ago, but little business being reported from New York and other leading centers of trade. This decline of business seems to have been somewhat of a disappointment, the early part of the month developing such activity that it was believed the free movement to the seaboard would continue throughout the month, but now little improvement is expected in the market before September unless the last days of the month should lead to the placing of some orders under the stimulus of the withdrawal of the last discounts from the circular on August thirty-first.

While eastern absorption of the product is slow, as just indicated, yet production at the mines is being held up very steadily by the rather light but at the same time well sustained demand from many parts of the country, especially from points less easily reached, where experience has shown the dealers that it is difficult to get supplies in promptly during the rush season. Absorption of output is further promoted by the increased demand from Canada and the lake trade. Reports from the port of Buffalo show an increase of about one-third in water shipments this week as compared with last week, the increased tonnage going mostly to Lake Michigan ports.

Heretofore Buffalo has been the only Lake Erie port where the vessel supply has been easy in proportion to the cargoes offered, but during the present week this condition of things has come to an end, and shippers in that city are finding it as difficult to secure charters as at other ports. Transportation service from the anthracite mines has thus far been very satisfactory to most points, little complaint having been heard either of car service or of slowness in transit. It is anticipated, however, that by the expiration of another month the movement of anthracite will be seriously retarded by difficulties of this character.

In the west the distribution of anthracite to interior points is proceeding slowly and more or less spasmodically. At the distributing points on the lakes, such as Milwaukee and Chicago, the docks are showing the effects of the increased shipments by water in gradually accumulating stocks. Distribution from these centers to the retail dealers continues so slow as to be almost a negligible feature.

### Eastern Bituminous Trade Slowly Improving.

Some signs of improvement are evident in the seaboard bituminous trade. Orders are more plentiful and the trend of inquiries is such as to indicate that a gradual increase of business may be expected from this time forward. Orders for some time have manifestly been merely for meeting current needs, but buyers are now beginning to take more interest in the subject of future shipments. This, if continued, will enable jobbers to get a better line than they have thus far had upon the volume and nature of the business which they may expect during the fall.

With this anticipated improvement will come the reward for the firm position which has been maintained in regard to prices. The seaboard market throughout the dull season has been marked by a well-sustained determination on the part of operators and their correspondents at distributing centers to maintain prices at a profit-yielding basis. Taking the view that an attempt to force the market by means of discounts would result only in demoralization, they have preferred to bide their time curtailing production to whatever extent this might involve. As a result no one has been able to stock up for the future, at prices yielding no net returns to producers, and the fall trade therefore is sure to be heavy and prices on a satisfactorily high basis, which will probably range from fifteen to twenty-

five cents per ton higher than last fall, unless the shortage of labor becomes so acute as to force prices still higher.

The eastern bituminous trade is already becoming seriously hampered by a shortage of cars, which is not limited to one or two lines, but extends to practically all the roads connecting the mines with the seaboard, varying only in degree. Regarding those markets which are supplied by water, the more northern ports are taking very little coal at the present time, either in the far east or along Long Island sound, and New York harbor trade is the duller than it has been at any time during the summer, although prices are low and vessel rates reasonable. Further south conditions seem to be somewhat better, the port of Baltimore showing continued activity, considerable amounts of bituminous coal being moved weekly by sea to coastwise points, both north and south.

The foreign trade from Baltimore, on which the July shipments broke all records, continues so strong that it is believed the August record will also be broken. The great industrial prosperity in the south is also aiding materially in swelling the movement of bituminous coal in that direction.

### Phenomenal Prosperity at Pittsburg.

The state of the trade in the Pittsburg district continues to be phenomenal in its activity for what is usually a dull season and at a time when the coal trade in practically all other parts of the country is so very quiet. The mines are all being operated to the fullest possible capacity with the insufficient supply of labor available, and most operators are far behind in their orders. Under such circumstances there is, of course, no falling off in prices, but neither is there any advance, the trade evidently being of the opinion that prices now prevailing are fair and so maintaining them on a stable basis. The congestion in the Pittsburg harbor has at last been relieved by the sudden rise in the rivers, which only lasted a few days, but was sufficiently long to enable the boat men by quick work to get six million bushels of coal down to Cincinnati and other lower river ports.

The same state of activity and prosperity characterizes the coke business. The amount of coke produced during the last week is considerably larger than that shown by the last report, and prices remain unchanged, but with the demand so heavy that it is almost impossible to get spot coke at any price and almost equally impossible for new consumers to obtain supplies.

The Cincinnati market is a close second to Pittsburg in the firmness of prices and steadiness of demand, a satisfactory condition of affairs which is on such an assured basis that it was not affected by the arrival this week of several million bushels of coal by the river route.

Apart from the consumption of coal by industries near the mines, the great strength of the market for Pittsburg, West Virginia and Ohio coals is due to the pressure of the dock business, all-rail trade in these products being held down to as small a volume as possible. On some of the roads operators are suffering seriously from the shortage of cars, but this is counted by them as a minor fault compared with the shortage of vessels, which continues unabated. A week's experience under the ten cents of advance in vessel freight rates to Lake Superior and Lake Michigan ports shows that it is of little avail as an incentive to owners to accept coal cargoes up the lakes. Another similar advance, while it would perhaps be effective, would nearly wipe out the differential as against all-rail rates.

Very little change of any sort has occurred in regard to the market for western bituminous coal. The demand in Chicago has held at about the same level as has prevailed for the past two weeks, with prices fairly steady though very low. Some car-service coal has been sold in Chicago, but not in as large quantities as earlier in the summer. Trade in the central west outside of Chicago is reported as showing some improvement, but in the southwest has fallen off to a condition of extreme dullness.





OFFICE OF THE BLACK DIAMOND.  
CHICAGO, August 16.

Recovery from the demoralized conditions which have dominated the western bituminous coal market during the summer is still very slow and precarious. At the same time the spirit prevailing in the trade is plainly more optimistic than for many weeks past. The actual demand for coal for immediate delivery continues light, but the bargain-hunter receives much less consideration at the hands of sales agents and jobbers than he did last month and his search for snaps is by no means as easily successful.

#### Smaller Quantity of Demurrage Coal.

At times, to be sure, the impression would be that there is still a great deal of demurrage coal in Chicago, but when traced out it will usually be found that the talk of this sort has been started by activity in offering a few lots. For example, a few days ago six different jobbers were actively plying the trade in an effort to dispose of one lot of thirty-five cars, giving the impression that there was at least six times that amount being offered. Most of the demurrage coal is from the mines of either Illinois or Indiana, although an occasional car of eastern bituminous is offered as the result of some lack of foresight in ordering.

Even with the present light demand for western coals, operators are already experiencing difficulty in securing sufficient cars to meet the needs of their trade. The question of car supply is therefore rapidly becoming the chief topic of conversation in the wide intervals between the transaction of business. The unusual earliness at which signs of a car shortage are appearing, taken in connection with the statements on the subject emanating from traffic managers of various railways, seems to give good reason for the belief, or at least the fear that the troubles of the coal trade from this source are going to be unprecedented later in the season. Under these circumstances one of the chief topics of interest at the present time is found in the series of conferences which are being held under the auspices of two officials of the Illinois Central Railway, R. F. Harwood, coal traffic manager, and O. S. Keith, superintendent of transportation. By invitation of these officials, the coal operators on the eight divisions of this road which tap coal fields are meeting for a friendly discussion of the problem of car distribution.

#### New System of Car Distribution.

It is the desire of the Illinois Central management to devise and put into effect a system of distribution which will be absolutely equitable to all operators upon their line. With this purpose in view and with the expenditure of much time and labor, a compilation has been made of the systems of rules of all the chief coal carrying roads, east and west, and from a study of these a composite plan has been worked out designed to adopt the advantages and reject the deficiencies, found in each. In this way a tentative plan has been formulated and it is this plan which forms the basis for discussion in the series of conferences now being held.

The operators along the line of the Illinois Central, between Chicago and Springfield, Ill., met Messrs. Harwood and Keith at the Auditorium Hotel on Monday; those on the Freeport division met at the same place on Tuesday; those on the Peoria division and the Indiana southern division on Wednesday. The

conference with the operators on the St. Louis division is being held today (Thursday) in St. Louis; those on the Louisville division will gather at Paducah, Ky., tomorrow and those on the southern division at Evansville, Ind., on Saturday. The purpose of these gatherings, as frankly stated by Mr. Harwood, is to obtain the advice of the operators concerning the proposed plan and their suggestions as to the desirable changes, adapting the general requirements to the variations in conditions prevailing in the different fields. By adopting this method the railway management hope and expect to evolve from the tentative plan a permanent arrangement which will be just to all concerned and therefore work equally to the interest of the operators, their customers and the railroad. The results reached in the conferences already completed, including those on the first five divisions named above, have been most satisfactory and give promise of complete success in attaining the desired results.

#### Conditions with the Springfield Operators.

Springfield coal shows no increase in demand. Consumers who have any remains of the large stocks laid in early in the season are cleaning them up, and those who are not thus supplied, seem to be buying only in a hand-to-mouth fashion. In spite of this light demand, however, prices are being much better maintained, though still on a low basis and with considerable range. Most sales are made within the following limits. Screenings, 55@70c f. o. b. the mine or \$1.30@1.45 f. o. b. Chicago; run-of-mine, 80@85c f. o. b. the mine or \$1.55@1.60 f. o. b. Chicago; prepared sizes, \$1.25@1.40 f. o. b. the mine or \$2.00@2.15 f. o. b. Chicago.

The increasing difficulty in securing cars is materially aiding in sustaining these prices. Many large consumers who usually buy by contract and who close their arrangements much earlier in the year than this, have as yet failed to do so. The probability is that they will now have to act quickly or will have difficulty in securing anything like as good terms as can be had now, in fact, some of the leading operators have already announced their determination to accept no more contracts unless it be at high figures, believing that there is about to begin a car famine of such duration as well as severity that it would be dangerous for them to enter into further contract obligations. An added reason for the stand thus taken is that in case their ability to ship proves to be somewhat larger than the demands of their contract customers, they believe the scarcity of coal will make it far more profitable to dispose of their surplus on the open market.

#### Market for Carterville Coal Stagnant.

The demand for Carterville coal locally is not keeping pace with that for the central Illinois product, even at closely similar prices. Carterville run-of-mine has sold in Chicago this week as low as \$1.75, which is equivalent to seventy-five cents at the mine or a shade lower than the prevailing price for Springfield run-of-mine. The reason for these low prices for southern Illinois coal probably lies in the fact that it has had a somewhat larger proportion than usual of car-service coal on the tracks here. In outside territory the conditions are much better, higher prices prevailing than in Chicago, although by no means up to circular.

The market for northern Illinois coal shows very little change from the conditions which have been prevailing for several weeks. Very little of this coal comes to the Chicago market and the outside territory which it supplies is taking almost its normal quota for August, though here, as elsewhere, closing of contracts is proceeding slowly and will soon be brought to an end by the action of the operators who will refuse to accept further obligations of this character.

#### Overproduction in Indiana.

In spite of the conservatism which has characterized the policy of the operators in the Indiana field this product is suffering to a certain extent from over-production and has had a more prominent part in the car-service coal market during the past week than previously. At the same time there has been no very material cutting of prices from the basis which has been maintained, prices current for Sullivan and Green county coal ranging as follows: Screenings, 70@80c f. o. b. the mine or \$1.50@1.60 f. o. b. Chicago; run-of-mine, 95c@ \$1.05 f. o. b. the mine or \$1.75@1.85 f. o. b. Chicago; inch-and-a-quarter lump, \$1.15@1.25 f. o. b. the mine or \$1.95@2.05 f. o. b. Chicago; four-inch egg, \$1.40@1.50 f. o. b. the mine or \$2.20@2.30 f. o. b. Chicago.

No diminution is apparent in the strength of the western market for eastern bituminous coals. Most Chicago sales agents and jobbers are complaining of difficulty and even absolute inability to secure all rail shipments in sufficient volume to meet the demands of their trade.

The shortage of cars on the originating roads is greater even than on the more western roads and the demand of the dock business is so great as to absorb almost the entire available tonnage. Were it not for the shortage of vessels which curtails the possible shipments to the lake Erie ports, the all-rail trade would find itself in even worse situation than at present. At the matter stands, when the mines are unable to send their output to the lakes and have it promptly loaded, they are willing to release a few cars for this market.

#### No Relief in Vessel Situation.

The vessel famine continues unabated, the advance in freight rates of last week seeming to have absolutely no effect in stimulating vessel owners to accept cargoes of coal. Managers of upper lake docks are becoming greatly alarmed at the prospect of being unable to stock sufficient coal for their winter trade and are already in some instances considering the advisability of contracting for all rail shipments. We learn of a few contracts having been signed with an alternative proviso to the effect that as much of the coal as possible shall be forwarded by boat, but the balance by rail.

Splint coal is only in fair demand locally, but the requirements for the dock business are very heavy so that sales agents have all the business to attend to which they can well desire with the all-rail trade at the minimum. Inch-and-a-half standard Kanawha splint is quoted at \$1.40 f. o. b. the mine or \$3.30 f. o. b. Chicago, and this price is maintained on shipments made from the mines, but in a few instances this price has been shaded as much as twenty cents per ton where a few cars have been received in advance of a consignee for them having been found.



The market for Pocahontas and New River smokeless coals continues as firm as ever, the mines not already sold up being overstocked with orders, and far behind in shipments on account of the scarcity of cars. Run-of-mine is still quoted at \$1.25 f. o. b. the mine or \$3.30 f. o. b. Chicago, although this price will be advanced ten cents on September first. Lump and egg, which, according to circular, should be sold at \$1.50, is firm at \$1.85 f. o. b. the mine or \$3.90 f. o. b. Chicago. The September price for this size has not yet been announced.

Youghiogheny gas coal continues to show great strength, Chicago consumers being unable to obtain the supplies which they are demanding for immediate delivery. So far as

it is possible to obtain this product it is being sold in Chicago on the following basis: Run-of-mine, \$1.15 f. o. b. the mine or \$3.05 f. o. b. Chicago; three-quarter-inch lump, \$1.25 f. o. b. the mine or \$3.15 f. o. b. Chicago. Dealers are glad to shade the price on three-quarter-inch lump to the extent of five cents if the buyer will accept the proviso that he is to take all chances of slow delivery due to the car shortage or other causes.

Fairmont coal is still in good demand locally with the supply none too good, as the mines are giving their chief attention to dock business. Current quotations remain unchanged.

The Hocking operators likewise are straining every nerve to supply the demand of their

customers on the upper lakes by water transit and are giving as little attention as possible to all-rail business. Circular prices are stiffly maintained.

The improvement in the anthracite market scheduled for the middle of August, according to earlier predictions, has not yet materialized. Western sales agents report business as being absolutely flat with no signs as yet of any awakening. The indifference shown by retailers, who are without a good-sized stock on hand, is liable to give them great cause for regret a little later in the season, for a time is surely coming in the not distant future when cars will be so scarce that orders will be filled only after the most vexatious delays.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, August 16.

The coal and coke industry in the Pittsburg district continues to occupy an envied position. The cry of the watchman is, "All's well." In the opinion of all of the old operators, both in the coke and coal line also, this has been a remarkable summer in the Pittsburg district. For many years the usual state of affairs during the hot months has been one of dullness; this year has proven the exception to the general rule. Not only among the purchasers of coal and coke, but among all of the manufacturing lines the machinery has been kept hot because it is all in constant use. There has been no time to cool off, or take stock, or anything else but fill orders; this is the report in substance that comes to us from an extended line of inquiries.

### Six Million Bushels Sent Down River.

The principal feature of the week in the coal trade was the river shipments. Over 6,000,000 bushels of coal left for southern ports during the week, and we are advised that most of it is now safely landed at Cincinnati and other cities of the south. This was only part of what should have been sent forward. Two causes prevented more coal being shipped, viz., a lack of boats, and a lack of water.

Pertinent to this, and bearing upon it in a valuable way, there arises a question that is of great value to this city, and to many others who ship stuff by river. We refer to the improvement of the Ohio river. In October next there will occur the celebration of the completion of two dams, located between Pittsburg and Beaver; these dams are the first installment of a series of such waterway improvements that are contemplated to be located on the Ohio river between this city and Cairo. Pittsburg is intensely interested in this enterprise, and the subject is kept prominently before her people by the press, and by the merchants' and manufacturers' association. The golden dream of the river coal shipper is a stage of water that will permit the shipping of coal at any time during the twelve months of the year, barring when the stream may be frozen.

### The Proposed New York Air Line.

Another matter of interest to the coal people here, and which is of special import to shippers by rail, is the announcement given out by Joseph Ramsey Jr., former president of the Wabash railroad, of the completion of plans whereby the building of a new railroad, the New York Pittsburg & Chicago Air Line, is assured. This road, if built, will be of the greatest possible aid to shippers to eastern points, especially to the seaboard, and will be of more value probably to the coal producer than to any other class of shippers in this territory.

With two such bright prospects for the future held up before both river and rail shipper there is just cause for the coal operators in the Pittsburg district to take hope for a greater business in the coming years than has existed in the prosperous past.

Reports of the shipments of coal and coke over the Pennsylvania road and its connections for the week ending August fourth, show a gratifying increase over previous weeks.

Shipments of coke from the Connellsville

upper and lower regions show a gain over the last tabulated report sent out. The mines in the district, with the one exception previously referred to, are all busy. In fact, operators are still in need of workmen, so much so that Thos. A. Lewis, vice-president of the National Association United Mine Workers, came to the city during the week and interviewed a number of prominent operators relative to sending idle men into the district from Ohio and Indiana; the result of his visit is that he will endeavor to arrange for the sending of men here at once.

### Prices Current Remain Unchanged.

There is no change to report in prices of either coal or coke from those given last week. The market, however, is stronger than it was a week ago, and the demand is more than equal to the supply; this is caused mainly by the fact that cars are again becoming scarce.

Run-of-mine coal is selling strong at \$1.10@1.20 f. o. b. the mine; three-quarter-inch is quoted at \$1.20@1.30 per ton f. o. b. the mine; lump is bringing \$1.30 to \$1.40 per ton f. o. b. the mine; and slack is particularly strong at 85@90c f. o. b. the mine.

The coke market remains firm, and prices are strong, with a tendency to increase; should new and heavy buyers jump into the market they could not get A No. 1 Connellsville coke at prices quoted. Furnace coke is selling at \$2.75@2.90 per ton f. o. b. the ovens and foundry is quoted at \$2.90@3.10 per ton f. o. b. the ovens. The demand for both grades is heavy and is almost an impossibility to get spot coke at any price.

Coal for domestic use is unchanged, and coke and anthracite coal for family use is selling for the rates prevailing for a number of weeks. The fall advance in both coal and coke for domestic purposes, which also includes the smaller manufacturing concerns, will be announced very soon.

The general tone prevailing throughout the district is good; the outlook is even better, and the feeling of both user and producer of coal in this district is one of supreme satisfaction.

### GENERAL AND PERSONAL NOTES.

B. S. Hammill, the genial general sales agent of the Monongahela River Consolidated Coal & Coke Co., is away on a brief trip combining business with pleasure.

The Pennsylvania Railroad Co.'s coal and coke shipments for the week ending August fourth aggregated 966,299 tons—632,606 tons of bituminous coal, 239,862 tons of coke, and 93,831 tons of anthracite coal.

W. H. Crump and Arthur Moren, of the Monongahela River Consolidated Coal & Coke Co., have gone to Cincinnati and Louisville to take care of the large shipment of coal recently started south from Pittsburg.

Many Pittsburg coal and coke people will attend the jubilee at Connellsville, Pa., this week. George M. Hosoch, vice-president of the Carnegie Coal Co., is a Connellsville boy, and will make an address during the celebration.

N. P. Hynducan, general sales agent of the Washington Coal & Coke Co., is home from an extensive vacation trip to Alaska. He reports

having an excellent time during his absence, and returns to the city much benefited in health.

The first of the coal fleet that left here on the last rise arrived safely at Cincinnati last night. The shipping of millions of bushels of coal on scant water is usually accompanied by accidents, but the last shipments were successful in every way.

Messrs. McComb and Bygate, prominently identified with the Pickands-Magee Co., are out of the city, making a business trip in the interests of their firm. Mr. W. W. Peabody, of the same company, is making a trip in the interests of the company through the coke regions.

Capt. Lewis Mink, of the Monongahela River Consolidated Coal & Coke Co., is bringing the steamer H. M. Hoxie into Pittsburg from Portland, Ohio, where the boat was sunk in the early spring. She will be repaired and put into commission at once.

The Pittsburgh Coal Co. has purchased and cancelled from the proceeds of the sinking fund provided therefor \$1,570,000 of the \$25,000,000 of the guaranteed first mortgage five per cent bonds of the Pittsburgh Coal Co. of Pennsylvania, reducing the amount outstanding to \$23,430,000.

After a hearing in the contempt proceedings brought by the Pittsburg Plate Glass Co. against a number of the striking miners at the company's mines at Creighton, Pa., for violation of the injunction granted by the court several weeks ago, restricting them from interfering with the men at work in the mines, stiff fines were imposed upon each of the men by Judge Macfarlane. On default of the fines the defendants were committed to jail.

Vice-President Thomas A. Lewis, of the United Mine Workers, spent a day in Pittsburg this week. The object of his visit was to try and arrange for sending men away from the Ohio and Indiana fields to the Pittsburg district. Mr. Lewis states that over forty per cent of the miners in Indiana and Ohio are idle; and, as men are in great demand in this section he will arrange to supply all the men required by the local companies here.

With the development of the coal fields in western Pennsylvania there is brought into the coal communities thousands of undesirable foreigners and negroes and consequently crime is rampant. The courts of Fayette county are now running most of the time, which means heavy expense to the taxpayers. About two hundred cases are on the criminal list at Uniontown each quarter, many of which are grave offenses. Within the past two weeks there have been six murders committed within ten miles of the county seat of Fayette county, Uniontown.

Francis Feehan, president of District No. 5, United Mine Workers of America, is out with a signed statement regarding the attitude of the district toward the strike at the mines of the Pittsburg Plate Glass Co. Mr. Feehan claims that the company's action is not only wrong but silly. He adds that as the plate glass company seems spoiling for a fight to come on and get at it, and assures his fellow miners that there are eleven hundred miners involved in the strike, and



that the national organization will stand by them or perish in the struggle. He also mildly suggests in closing that a good plan to settle the difficulty would be "to arbitrate," thus acknowledging the weakness of the miners' position. This strike has been and is today purely a local one and has not affected any of the other mines or miners in the district.

The expected large stage of water arrived at Pittsburgh this week and was a boon to rivermen, as it permitted the starting to the south of millions of bushels of coal. In all about 6,000,000 bushels were shipped from the Pittsburgh pools. Of this amount the Monongahela River Consolidated Coal & Coke Co. sent out the following: Tom Rees, twenty-two barges, 15,000 bushels each; Josh Cook, twenty-two barges, 15,000 bushels each; Iron City, twenty-two barges, 15,000 bushels each; James Moren, seventeen boats, 20,000 bushels each; Boaz, seventeen boats, 20,000 bushels each; Sam Clark, seventeen boats, 20,000 bushels each; Jim Wood, twenty-two barges, 15,000 bushels each; and Sam Brown, twenty-two barges, 15,000 bushels each. The same company also sent out later the J. B. Williams with fifteen barges, the Henry Lowry with sixteen barges,

and the Tom Dodsworth with twenty-two barges. The River Co. would have sent out more tows had boats to carry them been available. On account of the river falling rapidly and closing navigation suddenly in June, many of the company's towboats were caught at down-the-river points and could not be returned to Pittsburgh. The following shipments were also made by river: A. R. Beedel Co. sent out the Reaper with fourteen barges, 15,000 bushels each; the C. Jutte Co. sent out the G. W. Thomas with ten barges, 15,000 bushels each; the Crescent with twelve barges, 15,000 bushels each; and the Oakland with sixteen barges, 15,000 bushels each. The Dilworth Coal Co. also sent out the H. P. Dilworth with ten barges.

Production of coke from the Connellsville region for the month of July was 1,164,690 tons, and the estimated shipments were 1,166,457 tons, by far the greatest output of coke for a mid-summer month in the Connellsville region. The July shipments from the lower Connellsville district are estimated at 435,918 tons. There was no change last week in the operations in the region, 21,190 of the 23,313 ovens being in blast. The week's production is estimated at 272,677

tons, an increase of 211 tons over the previous week. Shipments for the week aggregated 11,860 cars, an increase of forty cars over the previous week. The lower Connellsville shipments are estimated at 101,542 tons, an increase of 432 tons over last week's shipments. The aggregate shipments from the two regions were 15,621 cars, or 374,322 tons.

Within the next year Greater Pittsburgh will be connected with the Beaver valley, south of here, by a waterway that can be utilized every day in the year. Within the year all of the dams will have been completed and the first thirty miles of the "on-to-Cairo" project will be a fact. Dam No. 2 will be officially opened in October and a big celebration is being planned to commemorate the event. This celebration will be a joint one, covering the opening of dam No. 2 and the passage of the Lake Erie and Ohio river ship canal bill. Pittsburgh shippers are in dead earnest in their efforts to promote these two projects, the improvement of the Ohio river and the building of the ship canal and the coal and coke people are particularly anxious to see both enterprises hastened to an early completion, as they will be benefited more than any other class of shippers here.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, August 16.

The feature of the Cincinnati coal market this week is the arrival of several million bushels of river coal. Yet strange as it may seem, the dumping of this vast quantity of competitive fuel upon the market has not only not had a depressing effect upon the market, but has not stopped the steady improvement that has been noticeable for more than a week. The amount of the receipts of river coal can not, at this time be even approximately estimated, as a great deal of the coal that came down from headwaters has been taken to Louisville and other southern points; but coal that has been lying here in the Cincinnati harbor for months has also been moved, and until the last boat has left for the south, and the last one has come in from the north, no one can tell how much coal there is afloat here.

The Kanawha shippers were as fortunate as the Pittsburghers in getting out all the coal they had loaded, but, as noted before, the heavy receipts have not depressed the market on account of the time of year. There was a positive scarcity of nut and slack in the river before the big coal run; but it is said that rather large quantities of this grade of fuel came in on the present tide.

### Prices Fixed and Firm.

Prices are absolutely unchanged, and range from 7½ to 8 cents a bushel for both Pittsburgh and Kanawha lump. Nut and slack are worth from 5 to 6 or even 6½ cents a bushel. These prices all mean afloat in barges. It costs at least twenty-five cents a ton to elevate this coal and place it upon cars for shipment, so railroad dealers and shippers must always add this expense before they can properly compare rail and river prices. River lump coal loaded on cars here is worth \$2.35 a ton at the elevators, which is a little lower than rail coal shipped in directly from the mines. The river coal market, while it is now well supplied with coal, is very firm, and no one will see any low-priced river coal until there are several more big runs in quick succession, if even then.

The general market is quite firm and improving. Without exception every selling agency or direct headquarters visited this week reported business better and improving, and this is especially true of the dealers in and shippers of smokeless coal. The current price of both Pocahontas and New River lump and egg for quick delivery, which is understood to be any time before the first of October, is from \$1.85 to \$2 a ton, with more business being booked at the high price than at the lower one. Smokeless run-of-mine is in fair demand at \$1.25 to \$1.35. In the splint market there is not the same eager demand for coal that there is in smokeless; but still there is not a single weak spot in sight, and

more and more orders are being received at quotations that two weeks ago were extremely high. One dollar and forty cents is now the minimum price for splint lump at the mines, and a number of concerns are getting \$1.50 for ordinary lump, with higher prices for extra large sizes. There is a moderate demand for splint run-of-mine at \$1 a ton at the mines, with Cedar Grove and other high grades quoted at \$1.10 at the mines. Nut and slack are holding their own quite well, which means that they are still a desirable product at from 65 to 85 cents a ton at the mines.

Coke is reported very firm at \$2.60 to \$2.75 a ton for furnace coke at the ovens and \$3 to \$3.10 a ton at the ovens for foundry coke at the ovens.

The car supply is in no way improved over the miserable service of last week, and all the shippers on both the Chesapeake & Ohio and the Norfolk & Western railroads are howling for more cars, with no apparent chance of getting any more than they are now. Many well-informed persons predict that there will be a constant severe shortage of coal cars from now until next spring. This, of course, is a subject upon which no one can more than speculate.

### NEWS NOTES AND PERSONALS.

Daniel A. Mossmann, an old and favorably known Huntingdon, W. Va., coal dealer, was in the Queen City this week renewing old acquaintances.

W. H. Crump, master of transportation of the Monongahela River Consolidated Coal & Coke Co., Pittsburgh, spent several days here looking after his many towboats, and then went to Louisville.

Harry P. Jones, president of the Big Hill Coal Co., one of the largest selling agencies of Kentucky and other southern coal in the country, spent part of the week in Indianapolis and Louisville.

Col. J. C. Beebe, general manager of the Guyan Valley Fuel Co., was on 'Change Wednesday, and said that he expects to run coal over his new tippie at Huntingdon, W. Va., inside of ten days.

George W. Theis, vice-president and general manager of the Monongahela River Consolidated Coal & Coke Co., was in Cincinnati Tuesday and Wednesday on business connected with the present immense run of river coal. He went from here to Louisville, and may go farther south.

C. M. Budd, formerly a Cincinnati boy, but now the general manager and sales agent of the Western Kentucky Coal Co., was in Cincinnati part of the week. He came here to meet his new towboat "Reaper," which was built at Pittsburgh, and which is making her first trip down the river with a tow of coal. Mr. Budd will use the

"Reaper," along with his other fleet of towboats, in taking care of his company's business on the lower Ohio and Mississippi rivers.

C. W. Poysell, the popular manager of wholesale sales of the Marmet Coal Co., returned a few days ago from making a circle through the best part of the state of Indiana. He reports the sale of Marmet splint coal very satisfactory, and he is constantly increasing his tonnage throughout the district just covered.

Sealed proposals will be received by the board of public service of the city of Cincinnati until noon Monday, August twenty-seventh, for furnishing a number of supplies for the city hospital, house of refuge, workhouse, branch hospital and city infirmary. Large quantities of coal are needed, and dealers will doubtless be on hand on that day with their usual sharp pencils. M. J. Keefe is the clerk of the board and will furnish the necessary blanks upon which to bid.

H. B. Hill, representing A. Hill & Sons, Aurora, Ind., was a Cincinnati business visitor during the week. Although this firm always carries a large stock of coal on its yards and afloat in the river, Mr. Hill was here for the purpose of taking in a number of barges on the present rise in the river. A. Hill & Sons have been in the coal business for many years. They buy principally by river, but they have both Big Four and Baltimore & Ohio rail connection for grades of coal not obtainable by water.

Jacob P. Bauer, the well-known manager of the W. H. Brown Son branch of the Monongahela River Consolidated Coal & Coke Co., is the happiest coal man in Cincinnati these days. Very late in the boating season he took the city waterworks coal contract, which will require him to furnish upward of 60,000 tons of nut and slack during the year. At the time he took this big lot of business he was really short of fine coal; but a slight rise came in the river, and his Pittsburgh affiliations sent him a good round lot of the kind of coal he needed, and this put him on easy street until September first. Now an immense run of coal comes from Pittsburgh, and there is a large quantity of nut and slack in it, and "Jake" gets his full share. He has now on hand enough fine coal to carry him past the low-water season, and his smile is the kind that will not come off. On Wednesday he left for northern Michigan for a well-earned vacation. He will be gone two or three weeks.

The Smoke Abatement League is prosecuting its work of attempting to rid Cincinnati of the smoke nuisance by following up its former arrests with another lot of prominent offenders. Among the persons for whom additional warrants have been sworn out are Cornelius Burkhardt, of the Gibson House; C. H. Cunningham, of the Adams Hotel; John D. Lampe, of the Crown Brewing Co.; E. K. Osborn, of the



Grand Central depot, as well as the heads of the Herancourt brewery, the Kauffmann brewery and the Schmidt brewery. No convictions have thus far been made, but the Smoke Abatement League is firm in the opinion that the present city ordinance is effective, and that under it all the persons named will be found guilty of maintaining a nuisance. The league claims that it is only beginning its crusade, and that as soon as the smoke makers find out that they will be prosecuted and fined they will stop making smoke, and the work of the league will thus be accomplished. The coal men have thus far taken little or no interest in the reform movement.

A number of prominent coal operators from the rich coal districts in Pike county, Kentucky, arrived here Monday and were shown over the city by William Clauss, president of the Cincinnati Gas, Coke & Coal Mining Co., who in the evening entertained the party with a dinner at the Zoo. Those in the party were: Charles E. Hellier, of Boston, president of the Big Sandy

Coal Co. and the Pike Coal & Coke Co.; George J. Beddow, general manager Big Sandy Coal Co.; W. P. Caldwell, treasurer Greenough Coal & Coke Co., of Shamokin, Pa.; F. B. Moser, of Shamokin, Pa., attorney for the Greenough Coal & Coke Co.; Edward Holley, of Hellier, Ky., superintendent of the Greenough Coal & Coke Co.; J. W. Cockill, of Lookout, Ohio, superintendent of the Kentucky Clay, Coal & Coke Co.; R. C. Peacock, of Lookout, Ky., manager of the Marrowbone Coal & Coke Co.; Lowry Lewis, of Hellier, Ky., manager of the Pike Coal & Coke Co. These gentlemen operate mines in the coal region of Pike county, on the Marrowbone creek, under lease from the Big Sandy Co. They represent in all a territory comprising 100,000 acres of coal land, having a yearly capacity of about 1,500,000 tons. They estimate that they have 1,000,000,000 tons of coal in sight. When seen regarding their visit here Mr. Hellier said that it was with a view to entering the Cincinnati market, and that they hoped to put into this district between 200,000 and 300,000 tons yearly.

last year the prices were \$5 for the Arkansas anthracite and \$3.75 for the Cherokee lump. These coals are the basis. All the others are priced relatively to them.

"There was no summer storage price made for Kansas City this year," a dealer said; "after the strike we found that thousands of miners had found other employment. There was no reserve supply and not the usual number of men to work, so there was not the usual condition of more coal than we could dispose of this summer. I don't know whether the usual increase will be made in September this year. I remember one year in which we never had a winter price. We will probably have a winter price this year, but I can't tell whether it will be twenty-five and fifty cents more than the present price or fifty cents and a dollar higher."

The claim of Mrs. C. J. Devlin against the estate of the late C. J. Devlin, who before his death was a big coal operator, has been disallowed by W. H. Loomis, special referee in bankruptcy. The amount of the claim is the equivalent of the life insurance, turned over by C. J. Devlin, with the consent of Mrs. C. J. Devlin, beneficiary, to the receiver of the First National bank as collateral security. The disallowing of the claim will be entered in the United States district court records, but there is every reason to believe that an appeal from the referee's decision will be taken out before Judge Pollock, of the Federal court.

W. C. Perry, president of the Southwestern Operators' Association, is in the north on a short vacation. W. S. Newcomb, secretary of the association, is also on a vacation.

## The Ohio Coal Trade.

CLEVELAND, OHIO, August 16.—(*Special Correspondence*).—Local conditions here can not be said to be particularly encouraging at this time. No improvement in the demand has been apparent, and prices are rather off on many kinds of coal. However, the month is well advanced now and shippers and dealers hope to hold the figures fairly well up, believing that September will bring a stronger feeling. Several things have combined to cause the buyers to hold off as long as they can, one of which was the talk of glut in the market when the mines of eastern Ohio resumed operation. This condition has not materialized, however, as most of that coal is going to the lakes to take the place of coal that had been purchased from other sections.

Owing to the shortage of cars, the mines have not been working to capacity in the district except in a few instances. While this is aggravating to the shippers, it acts as an equilibrium to the prices and aids in preventing a slump. Not alone this district, but others are affected in the same way. It is said that shippers on the Pennsylvania system have been having trouble in getting all the cars they can use.

### Massillon District Reaches a Settlement.

The operators and miners of the Massillon district succeeded in reaching an agreement Saturday, and it is said that it differs very little from that of 1903. The operators had hoped to secure some concession here, especially in the

night-work scale, but it is said that the miners refused to recede at all from their demand for the 1903 scale, and rather than remain idle longer the operators granted it. Some other points were also contested bitterly for the first two days, and they, too, were dropped.

This completes the local settlements in this state, and the agreements are all about what the miners at first demanded. Some of them will probably work out in favor of the operators in the future, but for the present there has been little gained. This has certainly been an example to the operators of the futility of expecting to secure any concessions unless they stand together. Many believe they could have secured a renewal of the agreement used last year if they had maintained a solid front and put the mines in operation at no point until settlements had been made at all.

Shippers are still complaining of the scarcity of tonnage. While the docks at all the ports seem to be crowded with coal on track, the scarcity of boats prevents its going forward as rapidly as could be desired. Those who have tonnage tied up are fortunate this season, as they are able to handle their coal in better shape than others. In years past, shippers have many times regretted having contracted tonnage, as the wild-tonnage price would often be below what they were paying. This year it is different, especially with the shippers, who are forced to secure small vessels to reach their customers in shallow or small harbors.

## The Missouri River Coal Trade.

KANSAS CITY, MO., August 16.—(*Special Correspondence*).—August thus far has been an unusually warm month in this district and an unusually dull one for wholesale dealers in coal. So slack has been the business that many of the dealers, who have headquarters in Kansas City, have taken the opportunity to spend a few weeks in resorts where hot weather never penetrates. It is expected that by the end of the month business will have revived and that September will be a busy month.

The increase in the use of natural gas in this district is causing the coal men not a little worry. Nearly all of the towns of importance in Kansas and the Indian Territory are using the gas as a fuel. A coal dealer said today that if natural gas were installed in Kansas City the coal business here would be decreased about twenty-five per cent.

### Set-back for Cheap Gas.

Kansas City's fight for cheap gas received a setback last night, when Chicago capitalists, who recently were granted a thirty years' franchise to sell natural gas at twenty-five cents a thousand feet for domestic use and ten cents for manufacturing purposes, notified Mayor Beardsley that they could not accept the propo-

sition. The franchise, they said, carried too many restrictions. It was said tonight that Mayor Beardsley would make an effort to bring about municipal ownership of the gas plant as a solution of the present deadlock in case the council refused to modify the Fleming-Wilson ordinance to satisfy the demands of the grantees of the franchises.

Coal companies here are sending letters to domestic consumers, quoting summer prices for coal. This is the usual practice, and for years there has been a custom among coal men to make a summer storage price for coal. The storage price usually benefits both sides. It gives the consumer his coal enough cheaper to make it a good investment to buy in hot weather and store it in his cellar until winter. It gives the coal man a market for his coal and saves him extra expense for handling and storage, and keeps his teams busy when otherwise they would be idle.

The price made this year for August coal is the same as the fall price was last year. In other words, the lowest price made this year is the price that prevailed last year from September fifteenth to November fifteenth. Arkansas semi-anthracite is offered at \$5.50 a ton and Cherokee lump at \$4 a ton. At this time

## The Detroit Coal Trade.

DETROIT, MICH., August 16.—(*Special Correspondence*).—Owing to the large shipments of lump and three-quarters up the lakes, slack has become plentiful in this section of the country, which naturally has had the effect of weakening the price. However, prices in general hold strong and the prospects of even higher prices are excellent. Contract prices are especially strong. West Virginia slack being quoted at 85 cents. West Virginia run-of-mine brings the same figure, Pocahontas mine-run is being contracted for at \$1.25, Cannelton six-inch hand-picked splint \$1.75, Iroquois three-inch splint \$1.65, and Iroquois egg \$1.40.

### Car Shortage Getting Worse.

About all that can be said of the car shortage is that it is getting worse instead of better, and shippers look for a very serious state of affairs in that direction before the month is over. About all that some of the roads can offer for shipping bituminous are hoppers, which are practically useless in this section of the country owing to the practical impossibility of unloading them. Gondolas are in great demand at this season of the year for carrying sugar beets to the factories, and the railroads are already holding back a lot of them for that purpose, and when they get to the factories they are held there. Other conditions that are bound to complicate the car situation are these: Demand for cars to carry grain to harvest; remarkable output of the factories everywhere, which also calls for more cars; the big demand for coal that is sure to come within a short time, and the opening of new mines in West Virginia.

"The manufacturers and dealers have put off buying too long, thus laying up a whole lot of trouble for themselves," is the way a prominent shipper puts it. As for the vessel situation, the atmosphere is clearing somewhat, though still many boats are going up the lakes empty rather than take the old rate. Shippers consider themselves being held up and many of them have quit sending cargoes up the lakes, preferring this to paying fifty cents to Lake Michigan ports and forty cents to Duluth.

### Trade Good Throughout Michigan.

There is a good trade out in the state, both in bituminous and anthracite. Small dealers in anthracite out in the country are beginning to buy, but the big fellows are not clamoring for coal, to say the least—not enough to warrant new orders. There is a great scarcity of small boats at Buffalo, making it pretty difficult to take care



of the way port business. There is a shortage, too, of egg size, due to the big demand for the furnace trade in this city and the middle west generally. Nut size is plentiful.

It is anticipated that the business in anthracite circles will be very great between now and September first, because on that date not only is the final discount knocked off by the operators, but the retail price will go up all along the line. Here in Detroit the retail price will go up from \$7.25 to \$7.50 on that date. People are beginning to get back from their vacations, and the few cold nights we have had in the past week have awakened the consumers up to the fact that winter is not so very far off after all and warned them to get in under cover.

#### PERSONAL NOTES.

Charles A. Chambers, local agent of the Fairmont Coal Co., and connected with the office of Edward M. Manecourt, western manager of the

big concern, has just returned from his vacation in the Cumberland mountains, Kentucky.

S. A. Fraser, manager for Alex. Y. Malcomson & Co., is spending his vacation in Canada.

H. T. Wilson, of the H. T. Wilson Coal Co., of this city, is spending the week at Logan, W. Va., where he is inspecting a new plant.

H. H. Heiner, vice-president of the Sunday Creek Co., arrived yesterday from Columbus to consult with the local office on coal business in general. C. J. Andrews, local representative of the Sunday Creek, is rapidly recovering from his attack of typhoid fever.

Harry S. Ayers and Richard B. Chase have formed a partnership in this city, with offices in Mr. Ayers' present rooms, 214 Hammond building. The name of the firm will be Ayers & Chase. Mr. Chase was formerly with the American Refrigerator lines. Mr. Ayers has had an office in Detroit the last four years.

tificates have been issued to more than a dozen men lately, the result of an examination held a week ago. There is plenty of work for the licensed foremen, so great is the development and so numerous the openings of new mines.

The coke supply in Alabama is better now than it has been in some time and a good price is being obtained for the product. The activity in iron-making in this section has caused a strong demand for coke.

Many new mines are also being opened and old ones enlarged. The Alabama Fuel & Steel Co., a new company backed by Nashville capitalists, which owns and operates coal mines in St. Clair county, has recently made extensive purchases of coal lands in the southern part of Jefferson county and will open mines and build iron furnaces on them. Later, it is said, the company will also erect a steel mill.

The Tennessee Coal, Iron & Railway Co. is now laying the foundations for the largest coal washing plant in the south. In addition to coal washers, crushers will be added to the plant, so that the product can be handled from mines to crushers, then washers and then to coke ovens and later in coke form to the furnaces. The coke output has been the only thing in the past few years that has caused any concern in the iron industry in this state, and the prospects are now bright that there will be no further interruption in that direction. There is no doubt as to the supply of coal in the future. The fields are almost inexhaustible as to coal, while the geologists assert that there is enough ore in Alabama to last for a hundred years, if not longer.

"The use of heavy shots and dynamite in the mines of the state has grown to such an extent that it is alarming. I shall continue the effort to get the mine operators and mine workers to stop the practice of heavy shooting in the mines, as the methods being employed now certainly increase the liabilities to serious accident and destruction of property."

State Mine Inspector J. M. Gray, when seen in regard to accidents in Alabama coal mines, gave out the above statement, and continued: "I have records in hand which show that not only is the idea of heavy shooting gaining ground in Alabama, but in other states, and where heavy shooting is permitted without protest from those in charge the list of accidents is growing larger."

Inspector Gray announces that he will send another warning throughout the mining sections of the state against the too liberal use of heavy charges and dynamite in the mines. He suggests that there be more mining done instead of using the heavy shooting, and says that in the long run everything will be better by resorting to old methods.

During the month of July there were twelve fatal accidents. There was an equal division almost of the whites and blacks to lose their lives in the mining industry last month. There was not a fatal accident in the mines of Alabama during the month of May. So far this year there have been sixty-eight men to lose their lives in coal mines, including three during the month of August. One of the last named three lost his life by coming in contact with an overhead wire of the haulage system, another was found dead in the mines on the tramway, and the third was blown up with dynamite. During the first six months of this year there were fifty-three men killed in the mines, two of them dropping dead from heart failure.

#### North Carolina Coal Production

For several years practically all the coal production of North Carolina has been from one mine, the Cummoek, near Egypt, in Chatham county. The output has been very irregular and during the last three years has notably declined. The largest production in recent years was in 1899, when 26,896 short tons were mined.

There are two areas in North Carolina, says Mr. E. W. Parker, statistician of the United States Geological Survey, in a forthcoming report, in which coal occurs. Both of these are found in the Triassic formation and are of the same age as the Richmond coal basin, in Virginia. The two areas are known as the Deep and Dan River fields, being named from the two rivers that drain them. The only productive beds at present are those in the Deep river district, in Chatham and Moore counties.

## Mining News from West Virginia.

WHEELING, W. VA., August 16.—(*Special Correspondence.*)—With the exception of a persistent complaint over the labor shortage there is apparent satisfaction with market conditions in this field. In both coal and coke, prices are firm at a better level than has been prevailing, but the output could be very largely increased with more help. The customary summer dullness is affecting the labor situation. Always in the warmer months there are fewer miners in the West Virginia districts. Many men who dig coal in the winter work at farming in the summer, and the importation of outside labor, especially of foreigners, has not been sufficient to supply the demand.

Evidently there is a labor shortage elsewhere, for agents of coal companies operating in Ohio, Indiana and Pennsylvania have been in the Fairmont and other regions of late in an endeavor to induce miners to work for them. Their efforts have not been successful except in some instances where they secured stragglers.

#### Altogether Too Many Holidays.

One strong objection to foreigners is their tendency to celebrate their national holidays. These holidays seem to be made to order. Mine superintendents declare they are unable to account for so many holidays, yet that is the excuse offered by the foreigners when they want a day off. Likewise they seize every scarcity of cars to take a rest. This situation is found mostly during the summer.

A statement of the tonnage for the Kanawha river field for July has just been made out, and it shows a shipment of 345,750 tons of coal and 6,360 tons of coke, a fairly good showing. All went to inland points, except about sixty thousand tons, which went to tidewater.

The rumor has been revived that New York capitalists have made an offer of \$500,000 for the Glade creek tract of 10,000 acres in Summers county, lying south of New River. The Keystone Coal & Coke Co., of Greensboro, Pa., was a prospective purchaser for a time, but it has so far contented itself with a comparatively small purchase in Raleigh county. This tract would include about all the unsold coal land in that section.

Coal land activity is noticed in other parts of the state also. There is a deal pending for seven thousand acres on Cheat river, in Preston county, at a reported aggregate price of \$800,000. Waynesburg, Pa., people have secured options on seven thousand acres of the Pittsburg seam in Belmont county, Ohio, a short distance from Wheeling. The Fairmont Coal Co. has been reported as desirous of securing this tract, but it appears that it is not interested. The deal would involve about \$300,000. A two thousand acre tract in Raleigh county, lying on Dingess creek, has been sold to the Western Pocahontas corporation, which already owns twenty-eight thousand acres in that section.

As a result of a conference at Hinton between O. S. Keith and R. F. Harwood, of the Illinois Central, and E. W. Grier, superintendent of the Huntington division of the Chesapeake & Ohio, it was decided that all mine operators will be

treated alike in the distribution of cars. Each company will get its pro rata, irrespective of the amount of coal that any mining company may have sold to the railroads.

#### GENERAL AND PERSONAL NOTES.

The first shipments have been made from the Meadow Fork operation on New river, and they will soon average three hundred tons daily.

The Raleigh Coal & Coke Co. has started work on a new operation. The work will be pushed so as to be ready for shipments by December first.

It is reported that both the Gould interests and the Baltimore & Ohio are negotiating for the purchase of the Coal & Coke railroad, running from Elkins to Charleston.

The demand for cars has been so heavy along the Wheeling & Lake Erie division of the Wabash since the Eastern Ohio strike was settled that the company has ordered two thousand coal cars.

Chief Mine Inspector J. W. Paul is now making an inspection trip through the Norfolk & Western coal field. William Warner, his new deputy inspector, is being instructed in that territory.

The Pittsburg & Ohio Mining Co., of Cleveland, which has secured the Short Creek Co.'s mine at Bluefield, is installing modern machinery in order to secure an ideal working plant, and will be ready for active business in a few weeks.

Capt. H. H. Mossley and Logan Walker have entered into a contract with the Longdale Iron Co. to operate the Cliff Top mines. These mines were closed down two years ago. The output will all go to the Longdale furnaces in Virginia, and extensive improvements will first be made.

Two years ago a tract of almost one thousand acres in the New River region, just purchased by C. J. Wittenberg for \$65 an acre, was sold for \$20 an acre. The Wittenberg interests, through the Plum Orchard Improvement Co., have obligated themselves to pay a ten-cent royalty on other acquisitions. It is stipulated that the minimum royalty shall not be less than \$10,000 next year, and an increase of \$5,000 annually for each succeeding year until 1909, after which it shall be \$30,000 a year.

#### Alabama Trade News.

BIRMINGHAM, ALA., August 16.—(*Special Correspondence.*)—According to those in a position to know the coal production in Alabama is the heaviest ever known in midsummer. Every one of the commercial mines employing union labor has signed the new wage contract and resumed active operations. They are exerting every effort to get the largest possible output of coal at their mines to meet the steady demand for coal. The miners are putting in as much time as they possibly can.

State Mine Inspector J. M. Gray announces that first and second class mine foremen cer-



## Western General and Personal Notes.

Morton Otis, general sales manager of the Zeigler Coal Co., Chicago, is in St. Louis this week.

The Jones & Adams Co., of Chicago, has increased its capital stock from \$50,000 to \$100,000.

J. P. Hussey, of the Columbus Coal & Iron Co., Columbus, Ohio, spent a portion of the week in Chicago.

A. O. Tandy, northwestern sales agent of the Vandalia Coal Co., Chicago, has been spending the week with his family, who are passing the summer at Pontiac, Ill.

E. F. Wager, of Laredo, Texas, was a Chicago visitor this week. Mr. Wager is vice-president and general freight agent of the Rio Grande & Eagle Pass railway, and also vice-president of the Cannel Coal Co., of Laredo.

Last week was a banner one at the coal docks of Superior, Wis. The receipts of the first two days aggregated seventy thousand tons, with large receipts each of the succeeding days, so that it is expected the August record of that port will be broken.

T. J. O'Gara, president of the O'Gara Coal Co., Marquette Building, Chicago, who sustained a severe injury to this ankle about five weeks ago from being thrown heavily to the ground while horseback riding, is now able to be at his office, but even with the help of a cane still walks with much difficulty.

W. Bruegger, of the Bruegger Mercantile Co., of Williston, N. D., was in Chicago in conference with parties from whom he is about to purchase equipment for a mine which he is preparing to open near Williston. He has on his property a ten-foot vein of the highest grade of Dakota lignite, lying only twenty-five to thirty feet below the surface.

Several Racine, Wis., men have organized a coal company and are preparing to open a mine on an extensive tract of land near Denver, Colo. G. N. Prentiss, formerly connected with the American Skein & Foundry Co., Lakeside, Wis., is one of the chief owners and is moving with his family to Denver, Colo., in order that the operations of the company may have his personal supervision.

William J. Dwyer, secretary of the Carterville Coal Co., died last week at his residence in St. Louis. Mr. Dwyer had been in ill health for about three months and had just returned from the north where he had been for some time in the hope of improving his health. He had been connected with the Carterville Coal Co. for about ten years, previous to which time he was identified with the Consolidated Coal Co. He leaves a wife and three children.

The new docks of the Milwaukee-Western Fuel Co., Milwaukee, Wis., are nearly finished and will be ready to receive cargoes in a few days. They will have a capacity of 500,000 tons, are 200 by 350 feet in size, and will show several innovations in the way of electric hoists and other unloading machinery which it is expected will permit of the unloading of a boat in much shorter time than is usually required. For the present at least the new docks will be used for bituminous coal only. The total cost of the dock and equipment is said to have been half a million dollars.

The third baseball game in the series between the Black Diamonds and the team representing the Dering Coal Co., is to be played this afternoon at Lawndale Park, near the terminal of the Douglas Park branch of the Metropolitan Elevated railway. The game will be played on enclosed grounds which are said to be in fine condition for playing. The Derings won the first game ten to nine, and the Black Diamonds the second seven to six, so the battle today is bound to be a fierce one.

On Tuesday of this week several of the officers of the various western retail associations held an informal conference in Chicago for the purpose of consulting together as to the best methods to use in prosecuting association work. Among those present were R. E. Harris, Benton Harbor, Mich., secretary of the Michigan-Indiana Retail

Coal Dealers' Association; C. H. Chisam, of Council Bluffs, Iowa, president, and E. H. Betts, of Omaha, Neb., secretary of the Coal Dealers' Association of Iowa and Nebraska; and H. Nesbitt, of Atchison, Kas., secretary of the Missouri-Kansas Coal Dealers' Association, formerly the Mid-State Coal Dealers' Association.

G. H. Reeves, secretary and treasurer of the Northwestern Coal Dealers' Association, is conducting a series of district meetings throughout the territory of the association for the purpose of discussing with the dealers methods of improving the general conditions in the retail coal business. The most recent gatherings of this sort were held at Mankato, Worthington, Sioux Falls and Spirit Lake, Minn. One of the chief topics discussed at these meetings was that of the best method of circumventing the schemes of so-called "scalpers" and "poachers" who have perpetrated many swindles upon consumers in Minnesota by sending out circulars quoting unheard of grades of coal, for instance "rainbow" Hocking, at a price of perhaps a dollar under the regular circular quotations for Hocking, and then delivering an inferior grade. Speaking of this swindle, Mr. Reeves said: "There is a fool born every minute, but half of them would escape if they patronized the home dealer."

In response to a call previously issued a joint conference was held at the Auditorium Hotel, Chicago, on Tuesday of this week, between President W. G. Haskell and Secretary J. H. Reeves, of the Northwestern Coal Dealers' Association, and the traffic managers of the railroads carrying coal into the northwest. Twenty-seven railroads received invitations to the conference, but less than half a dozen sent representatives. The representative of the Chesapeake & Ohio railroad finding that no other eastern railroad had sent a delegate withdrew early in the session. The meeting was held for the purpose of attempting to get some concerted action which would eliminate or reduce the frequent friction between the railroads and retailers regarding shortages in weight. For several reasons the conference seems to have been barren of results. The small attendance of railroad men clearly indicated the utmost indifference on the part of most of the railway managements, and the impression of the coal men in attendance was that, with possibly one exception, the chief desire of the representatives in attendance was to dodge the main issue. The only good accomplished was an exchange of views which it is hoped may lead to more definite results at a later conference which will probably be held in the near future.

The Chicago Coal Dealers' Association, which was organized a few weeks ago for the purpose of securing and maintaining equitable and fair business relations between members and the public, and for the purpose of protecting the good name of the trade from the odium arising from inferior or fraudulent methods, is actively engaged in a campaign designed to put an end to short weight deliveries of coal to consumers. During the last few weeks its representatives have caused the official weighing of a great many lots of coal from various yards, some of which have been found to be over weight and many of them exactly as called for, but in several cases it has been found that short weight deliveries were being made. In such cases prosecutions have either already been made or will be in the near future. Only two cases thus far have been carried through to a judicial decision. Both of these are against the Chicago & Weston Coal Co., which was charged with having attempted to deliver coal to J. F. Farbrick's building at 4331 Indiana avenue, which was 1,825 pounds short of the weight represented, and to H. A. Cole, 3563 Forrest avenue, which was 3,560 lbs short. These cases were originally set for trial at an earlier date, but a continuance was taken until Friday, August tenth, at which time the defendants did not appear and a verdict was rendered imposing a maximum fine in each case of fifty dollars. On Thursday of this week action was taken against the same firm charging a 520-

pound shortage in delivery to Lyon Bros., 250 Madison street. This case was continued until next week Thursday. On Wednesday of this week Alwart Bros. Coal Co. was charged with making a delivery 800 pounds short, and this case also was set for trial next week. While the Chicago Coal Dealers' Association is taking the initiative in this work it is receiving the hearty co-operation of Joseph Grein, city scaler of weights and measures, in whose name the prosecutions were brought.

The protracted struggle which has been going on between the Chicago board of education and the successful bidders for the school contract of the present year has been terminated by the acceptance on the part of the coal men of the terms dominated by the board. For some years the form of contract used has contained the usual strike clause, but this year the board determined to refuse the coal men this protection, alleging that the advantage taken of this clause last year cost the city an extra \$18,000. When this action was first taken Francis S. Peabody, of the Peabody Coal Co., appeared before President Ritter, of the board, and stated that none of the coal companies would sign contracts unless the clause was inserted, relieving them from responsibility if delivery was interfered with on account of strikes. As time went on, however, and the board of education held firmly by its decision, one after another of the coal companies yielded, influenced in part by the declaration of the board that in the event of their continued refusal to sign, their deposit of forfeit money would be retained by the city. All of the companies concerned have now yielded and signed the contracts. The business is divided among nine companies, as follows: Baker Bros., the South Side Coal Co., The George Lill Coal Co., Thomas A. Fitzgerald, the Miami Coal Co., the C. J. Boeddeker Co., Alwart Bros. Coal Co., the John Cowman Co., and the Anthracite-Bituminous Coal Co.

The coal production of Kansas, like that of Iowa, has increased regularly since 1896. In that year the state's output of coal was not quite forty-five per cent of what it amounted to in 1905, which was 6,463,329 short tons, with a value on the spot of \$9,410,632.

The increase in production in 1905 over 1904 was only 130,022 short tons, or about two per cent, and this was accompanied by a decline in prices which resulted in a decrease of \$230,139 in value. The average price of coal per ton in the state declined from \$1.52 in 1904 to \$1.46 in 1905. As in Iowa, however, the decrease in value was in part compensated for by a decrease in the number of men employed.

It required 12,198 men for an average of 213 days, in 1904, to produce 6,333,307 short tons, whereas there were only 12,006 men employed for an average of 212 days in the production of 6,463,329 tons, in 1905. From this it is found that the average production per man increased from 519.2 tons in 1904 to 538.3 in 1905, while the average daily production per man increased from 2.44 tons to 2.54 tons.

The use of mining machines in this state does not affect results. In 1905 there were three mines which reported operating a total of ten undercutting machines. The machine-mined product amounted to 19,101 tons. In the preceding year five machines produced 10,600 tons.

Labor troubles among the miners in Kansas were negligible in both 1904 and 1905, and had no influence on the production. Strikes were varied in duration from two days to thirty, were reported in 1905 from nine mines. The most serious suspension was at the mines of the Home Riverside Coal Co. at Leavenworth, where 616 men were on strike for eleven days. In all, 1,482 men were idle at various times for an average of ten days, the total time lost amounting to 14,686 working days, or only a little more than 0.5 per cent of the total working time.

Coal mining in Kansas, as in other states where the industry has been carried on under agreements with the United Mine Workers of America, is conducted on a basis of eight hours per day, although a few mines report nine and ten hours to the working day.







# Great Ball Game at Milwaukee.

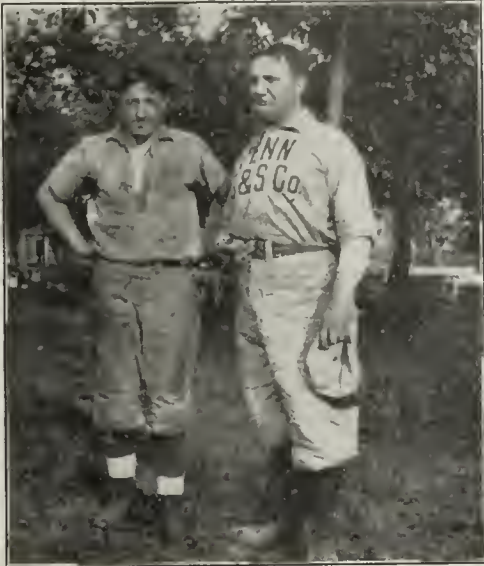
The coal trade of the Cream City is in mourning. The pride of the Milwaukee fans suffered defeat at the hands of the Black Diamonds of Chicago by the score of 13 to 10. The game was played Saturday, August eleventh, and one of the largest crowds that ever attended a ball game at Waukesha Beach cheered the teams on to vic-



Note the smile on Captain Fellenz's face. Milwaukee was in the lead at this stage.

tory. The Milwaukee team was composed of employees of the Pennsylvania Coal & Supply Co. and although they were defeated they have every reason to be proud of the skill they have attained playing the national game. Manager Fellenz of the Milwaukee team met the Chicago delegation at the Northwestern station at eleven o'clock and escorted the party to Schlitz palm garden where luncheon was served. At twelve-thirty the interurban cars were boarded at Third and Sycamore for Waukesha Beach. This ride of twenty-three miles was a treat to the crowd and at two o'clock the beach was reached. Waukesha beach is situated on Pewaukee lake, one of the finest lakes in the state of Wisconsin. A handsome club house is kept open all the time for the convenience of visitors and a better place for the ball game could not have been selected. The grounds were in perfect shape and the commodious grand stand sheltered the audience from the warm rays of the sun. Quite a number of ladies visited the park and they enjoyed the game just as much as the sterner sex. The game was close and exciting up to the eighth inning when the Milwaukeeans blew up

and before they got back to earth the Black Diamonds had scored six runs, which was enough to win. The Milwaukee boys made a great rally in the last half of the ninth when they succeeded in locating Cronin's curves to the extent of four runs. The lead of the Black Diamonds was too great to be overcome and when the last man was put out the score showed the Cream City players three runs behind. The features of the game were a beautiful catch of a line drive by Fellenz and the batting of Sands, who secured a hit every time he came to bat. After the game an excellent dinner was served at the Waukesha Beach Hotel with the Pennsylvania Coal & Supply Co. as hosts. The Chicago boys agreed it was a shame to win



After the game. A study in expression. Captain Fellenz refuses to be consoled. Captain Sands is the other figure in the picture.

the game after such treatment and if the dinner had been served before the game the result might have been different.

The score.											
BLACK DIAMONDS—					P. C. & S. Co.—						
	R.	H.	P.	A. E.		R.	H.	P.	A. E.		
Conor, c....	0	1	7	2	0	Cole, cf....	2	1	3	0	0
Sands, 2b...	4	4	2	2	0	Fritzke, 2b..	0	0	2	2	1
Posta, 1b....	0	0	9	0	0	Hansen, lf..	1	1	2	0	1
A. Conners, ss	2	2	0	3	0	Wolff, 3b...	2	2	2	3	0
W. C'nner, 3b	2	1	2	1	1	Fellenz, 1b..	0	0	8	2	1
France, lf..	3	3	2	0	0	F. Wolf, c..	1	1	3	2	0
Murphy, rf..	1	4	0	0	0	Mertshlein, rf	0	1	0	0	0
Gilmore, cf..	0	0	3	0	0	Fry, ss.....	2	2	4	2	0
Cronin, p....	1	0	2	2	0	Knapp, p....	2	1	3	1	0
Totals ....13 14 27 10 0					Total ....10 9 27 12 3						
1 2 3 4 5 6 7 8 9					0 1 2 3 4 5 6 7 8 9						
Black Diamonds.....0 1 0 0 0 0 2 6 2—13					P. C. & S. Co.....0 2 0 1 1 1 0 1 4—10						
Base on Bal's—Off Cronin 5, off Knapp 4.											
Struck Out—By Cronin 7, by Knapp 5.											
Hit by Pitcher—Posta (2), Wolf.											
Umpire—Wrotten.											

of considerable interest. Figures gathered for the five months period of the present year, ending May thirty-first and for the corresponding periods of 1904 and 1905, show considerable increases in regard to bituminous, a decrease in anthracite and a very large increase in coke tonnage, plainly indicating, for one thing, the growing popularity of the last named fuel. The figures and totals for the three five-month periods follow:

	1904.	1905.	1906.
Bituminous .....	7,262,765	8,846,914	10,325,779
Anthracite .....	453,570	464,215	320,529
Coke .....	1,231,592	1,864,385	2,454,232
Total .....	8,947,927	11,175,514	13,100,540

Prosperity in other railroad properties is indicated in the Pennsylvania's net earnings increase for June of \$573,700, and for the six months of \$3,873,900; and of the gross earnings increase of the Western Maryland for the week ending July twenty-first of \$11,104.41.

## Coal Improved by Sea Water.

Important experiments have been carried on by the naval authorities at Portsmouth, England, for some time to ascertain the extent of the steaming properties of fresh coal, which has been improved by storage in the sea. Eighteen months ago iron crates, each containing two tons of coal, were sunk in a big basin in the dockyard. At the same time a similar quantity of coal was carefully stored in the open air at a coaling point and sheltered by tarpaulins.

At intervals of six months two-ton samples of exact storage have been taken and carefully burned. The results have shown conclusively that by the submarine storage of coal its calorific value steadily increases, while by storage in the open air a decided decrease is shown. At naval stations in the tropics the decrease in calorific value is very great, the heat of the sun extracting the light, volatile oils. The difficulty is that submerged coal must be dried before it is used or otherwise the superficial moisture would soon cause spontaneous combustion.

## Storing Coal Under Water.

The navy department has under consideration a report from Captain W. H. Beehler, commandant of the naval station at Key West, Fla., in which he urges the advisability, if not necessity, of storing coal for the use of the service in concrete tanks capable of being filled with salt or sea water. He particularly calls attention to the appropriation made by Congress for new storage sheds at Key West, and asks that these be constructed in accordance with his ideas.

After relating his experiences with fires in coal piles at his station, which he attributes to the fact that the coal is in heaps from twenty-five to thirty-five feet high, and that the consequent pressure generates heat, setting fire to the escaping gases, he gives the following as the advantages of a watertight concrete coal shed:

"The submerged storage of coal will hermetically seal the gases in that coal. Small nockets of combustion cannot be formed with the coal under water. The gases cannot be formed from the coal under water. The pressure upon the particles of coal at different depths will not be so great. The pressure at the bottom will not develop heat because the pressure in a reservoir of water fifty feet deep does not generate any heat at the bottom of that reservoir by the weight of the superincumbent mass of water. Fires in coal stored under water are impossible.

"The expense of fighting fires during the last ten months at Key West would more than defray the cost of converting that shed into a concrete watertight cistern as proposed.

"Coal so stored will be delivered damp, and there will be no loss of coal dust carried away by the wind.

"In fighting fires at present, streams of salt water are poured in upon the fires, and this salt water has a very deleterious effect upon the steel framework of the shed, which would not be the case when no fires are generated."

The suggestions made by Captain Beehler are being considered at the Navy Department and it is said that it is possible experiments will be made to demonstrate the truth of his theory.

# Baltimore as a Coal Shipping Port.

That Baltimore is rapidly forging ahead in importance as a coal shipping point is evidenced by the constantly growing figures in the export reports. July, for instance, at a dull season for the trade, comes along with some record-breaking figures. Never before in the history of the port has there been as much activity in the coal export business over the piers contiguous to Baltimore. During July there were fourteen sailings, and the size of the individual shipments is indicated in the fact that 49,246 tons were sent down the chutes into the waiting bottoms and later started for foreign ports, for the most part Mexican, Vera Cruz being the largest receiver of these Maryland, Pennsylvania and West Virginia coals. The rapid growth of this Mexican business can be gleaned from the announcement of the fact that during July 44,614 tons were sent from Baltimore to Mexican ports, at a value of \$107,929. It is stated that other Atlantic shipping points are looking with jealous eyes on this development of the coal shipping trade, and not a few well-

posted coal men profess to see for the future Baltimore the leading coal shipping point on the eastern seaboard. These men do not consider the July record as freakish in any sense of the word, but rather expect still further advances in a legitimate and natural business growth and extension. It is confidently predicted along this line that the present month will show increases over the similar periods of previous years.

The great quantities of coal that have in the past few months been shipped from Baltimore to the Philippine Islands and to San Francisco have likewise attracted more than passing attention. The shipments to Manila, which are for government account, showed a falling off during July, however. But 4,632 tons were sent during the month to the chief port of the Philippines, having a value of but \$12,275. A few Italian shipments have also been noted during recent weeks.

The Baltimore & Ohio Railroad being the principal handler of bituminous into and through Baltimore, its coal carrying reports are naturally



# The Coal Industry in Indiana.

By James Epperson, State Inspector of Mines.

A review of the coal industry in Indiana for the year 1905 discloses it to be one of marked features. During the spring and summer months the business was apparently in a depressed condition. A majority of the mines throughout the state were running less than half time, while a number were closed entirely for indifferent periods. The selling price of coal was also very low during these months, ranging from eighty-five cents to \$1.25 per ton, mine run, at the mine. Business, however, was much better commencing in September, and continued so throughout the remainder of the year. The selling price of coal was also much better during that period, ranging from \$1.25 to \$1.50 per ton, mine run, at the mines. Notwithstanding the idle time above mentioned the total production for the year was 10,995,972 tons, an increase of 1,003,419 tons, or a fraction over ten per cent greater than any preceding year in the history of the state.

The aggregate wages paid to mine employees in 1905 was \$9,353,894.55, an increase of \$188,490.17, or a fraction over two per cent greater than in any preceding year. The total number of employees for 1905 was 18,609, an increase of 771 employees, or a fraction over four and three-tenths per cent greater than in any previous year. Considering the time the mines were idle the above increase in production, wages paid and number of employees may be surprising to some, yet the following reasons should explain the situation thoroughly, viz.: In 1904 forty-two new mines were opened, a majority of which had only reached their full producing capacity at the close of the year. All of these new mines, of course, secured a proportionate share of the trade. One other reason is the fact that, while some of the mines were closed indefinitely by the large coal companies who purchased them, yet the trade thus apparently lost was concentrated at other mines owned by them. This was especially true in Greene, Sullivan, Vermillion and Vigo counties. A fair illustration can be had from the Southern Indiana Coal Co. While their Hoosier No. 2 mine was practically closed the entire year, yet their Lattas Creek mine produced 214,853 tons, or 30,721 tons more than in 1904.

The average wage table shows the average earnings of employees to be \$463.26 per miner, \$579.76 per inside day and monthly man, and \$650.98 per outside day and monthly man. Taken as a whole, the above figures speak favorably as to the condition of mine employees; also that of coal trade generally.

The labor conditions during the entire year were good, no trouble of any consequence having occurred with the exception of a few strikes of only a few days' duration. The contract between miners and operators covers the period from April first, 1904, to April first, 1906.

## New Mines.

The number of new mines opened and developed during the year was much smaller than in any one of the three years preceding.

In 1902 twenty new mines were opened, and in 1903 thirty-seven, in 1904 forty-two, and in 1905 fourteen. This large decrease in the development of new property is probably due to three causes, viz., the unusual activity exhibited in the opening of new mines during the three years prior to 1905, thereby causing an overproduction, the reduction in selling prices of coal commencing in 1904 and continuing through 1905, and the organization of large consolidations of the coal interests affected in the state, of which we will make mention later.

The fourteen new mines opened in 1905 are distributed in different counties, as follows: Clay county five, three block and two bituminous, all of which are hand or pick mines; Knox county two, both bituminous machine mines; Sullivan county four, one pick and three machine, all of which are bituminous mines; Vigo county two, one block and one bituminous, both pick mines; Warrick county one bituminous, machine mine.

Each of the above mines, especially in the bituminous field, has been opened with a view to

having a large output, being equipped throughout with the latest up-to-date machinery, and should add materially to the producing capacity of the state. In the annexed table will be found the names of the different companies owning these mines, the names of the mines, the geological number and thickness of the coal seam mined, the depth and size of shaft, railroad on which the mines are located, location and distance from nearest town or city, and the date on which the first shipment of coal was made.

## Improvements.

Large sums of money were spent on improvements of various kinds at the mines in the state during the past year. This expenditure is represented in new tipples, the sinking of second outlets, installation of new machinery and other general improvements. The monthly reports of coal companies made to this office during that time show a total of \$149,838.12 to have been expended for this purpose, and the following data, while not representing the total amount expended, will show some of the most important improvements made:

The Vivian Coal Co., of Clay county, has installed an automatic steam lift for handling empty cars at the bottom of their No. 2 mine, which will quite materially reduce the cost of caging the coal as well as increasing the capacity of the mine.

The Clinton Coal Co. has installed shaker screens, built additional side tracks and made other general improvements at their No. 1 mine, amounting to about \$8,000.

The Caledonia Coal Co., of Chandler, Warrick county, sank a new manway during the year and have located their power plant at that point, effecting great improvement in the ventilation of the mine; also adding to its capacity.

The Princeton Coal & Mining Co., of Gibson county, suspended operations May first at their Oswald mine for the purpose of building a new tippie, which was completed August twenty-sixth at a cost of \$6,500.

The Indiana Southern Coal Co., Sullivan county, has built a new tippie and installed shaker screens at their Citizens' mine, in addition to which they have built side tracks from S. I. R. R., placing the mine on the list of railroad shipping mines.

The Southern Indiana Coal Co., Sullivan county, has sunk and equipped with stairs a second outlet at their Semi-Block mine.

The Ayrshire Coal Co., Pike county, during the month of September installed a link belt washer at their No. 4 mine. The washer has a capacity of 150 tons per eight hours, and cost \$6,000.

The Oak Hill Coal Co., of Vermillion county, has installed an electric light plant of 125 volts at the bottom of the Oak Hill mine, the purpose being to light the bottom of the shaft and double partings.

The Diamond Coal Co., Vanderburgh county, has erected a new pit head and tippie, built two new cages and made other extensive improvements at the Diamond mine.

The Indiana Southern Coal Co. has installed motor haulage in their Farnsworth mine, Sullivan county; also made other improvements incident to a large output.

The Jackson Hill Coal Co., Sullivan county, has installed a third-rail motor haulage system in the Jackson Hill No. 2 mine.

The Vandalia Coal Co. has installed traction motor haulage in the east side of the Island No. 1 mine, Greene county, in addition to which they have expended about \$20,000 on improvements of various kinds at many of their other mines.

The Charles F. Keeler Coal Co. has added a new generator to their electric light plant at their Atherton mine, Vigo county, also installed two new tubular boilers.

The Crawford Coal Co. has completed and equipped with a stairway the second outlet at their No. 4 and No. 8 mines.

The Southern Indiana Coal Co. has installed a system of light motor gatherers at the Hoosier No. 1 mine, which not only will reduce the cost

of handling the coal, but will add greatly to the producing capacity of the mine.

## Changes in Ownership and Organization of New Coal Companies.

Coal trade during part of 1904 and all of 1905 was generally in a depressed condition. Notwithstanding this fact capital has been more eagerly seeking investment in mining property within the past twelve months than ever before in the history of the state. During that period eighty-one of the largest producing mines in the state changed hands, these transfers representing an aggregate of approximately thirteen million eight hundred thousand (\$13,800,000) dollars, or more than half the production and value of operating plants in the state. There were also seven new coal companies formed during that time, three of which are operating block coal and four bituminous mines. The names and location of these new companies are as follows: The Monarch Block Coal Co. and Progressive Coal Co., both operating block coal mines, are located in Clay county, and the Domestic Block Coal Co. in Vigo county. One of the Bituminous Coal Co.'s mines, the Metzger Coal Co., is located in Clay county. The Clover Leaf Coal Co. and Carlisle Coal & Clay Co., both bituminous, are located in Sullivan county. The Lower Vein Coal Co., also bituminous, is located in Vigo county.

Of the eighty-one mines changing hands, seventy-one bituminous and one block coal mine were bought and their operations assumed by six large coal companies, viz., the Dering Coal Co., Indiana Southern Coal Co., Southern Indiana Coal Co., Consolidated Indiana Coal Co., United Fourth Vein Coal Co. and the Vandalia Coal Co.

The Dering Coal Co. was the first of these to organize. On February first this company assumed the ownership and operations of the following mines: Bruilletes Creek No. 5, now called Dering No. 5; Riverside, Dering No. 6; Bruilletes Creek No. 3, Dering No. 7; Rhodes, Dering No. 8; Glen Oak, Dering No. 9; Klondike, Dering No. 10; Bruilletes Creek No. 6, Dering No. 12; Mildred, now called Dering No. 13; Wilfred, now the Dering No. 14, and the Willow Grove, which is now known as Dering No. 15.

On April first the Indiana Southern Coal Co. assumed the ownership and operations of the Gilmour, Bunker Hill, Caladonia, Green Hill, Phoenix No. 1, Phoenix No. 3, Phoenix No. 4, Cummins, Hocking, Citizens' and Forest Park mines. About the same date as above the Southern Indiana Coal Co. took over control of seven mines, five of which are located in Greene and two in Sullivan, as follows: Greene county, Hoosier No. 1, Hoosier No. 2, Midland, Tower Hill, Lattis Creek; and in Sullivan county the Semi-Block and Mammoth Vein. June first the Consolidated Indiana Coal Co. assumed the ownership and operation of ten mines in Sullivan county, as follows: The Union, now called Consolidated No. 25; Glendoria, now the Consolidated No. 26; Virginia, now Consolidated No. 28; Star City, now Consolidated No. 29; St. Clair, Consolidated No. 30; White Ash, Consolidated No. 31; Hymera No. 2, Consolidated No. 32; Hymera No. 3, Consolidated No. 33; and Hymera No. 4, now called Consolidated No. 34.

The Vandalia Coal Co. was the next to form. September first this company took over and assumed the operation of twenty-seven mines, situated along the I. & V., the Logansport Branch, and main line of the Vandalia Railroad, five of which are in Clay county, nine in Greene, one in Knox, three in Parke, two in Sullivan and seven in Vigo county. The names of the mines prior to the time of their purchase and the numbers under which they are now operated are here given. In Clay county the Asherville No. 1, now called the Vandalia No. 50; Fairview, Vandalia No. 60; Pearl, Vandalia No. 63; Cloverland No. 1, Vandalia No. 64, and the Cloverland No. 2, now called Vandalia No. 65. In Greene county, Island No. 1, now called Vandalia No. 2; Island No. 5, Vandalia No. 4; Island No. 2, Vandalia No. 5; Island No. 3, Vandalia No. 6; South Linton, Vandalia No. 3;



Atlas No. 1, Vandalia No. 8; Atlas No. 2, Vandalia No. 9; Island Valley No. 2, Vandalia No. 21, and the White Rose, now called Vandalia No. 20.

In Knox county, the Enterprise, now called Vandalia No. 40. In Parke county, the Minshall No. 1, Vandalia No. 316; Minshall No. 2, Vandalia No. 317, and the Raccoon, now called Vandalia No. 314. In Sullivan county, the Dugger mine, now called Vandalia No. 30; Island No. 4, Vandalia No. 10. In Vigo county, the Hector, now the Vandalia No. 68; Rosebud, Vandalia No. 67; Royal, Vandalia No. 66; Broadhurst, Vandalia No. 81; Greenfield No. 1, Vandalia No. 80; Lost Creek, Vandalia No. 69, and Sugar Creek No. 1, now called Vandalia No. 82.

A short time later the United Fourth Vein Coal Co. was organized and purchased the following mines: Island Valley No. 4, Black Creek, Island Valley No. 3, Glenburn, Antioch, North Linton and Black Hawk. Sixty-eight of the mines owned and operated by the above coal companies are located in the five following counties: Clay, five; Greene, twenty-two; Sullivan, twenty-six; Vermillion, five; and Vigo, ten. These five counties produced in 1904 7,281,445 tons of coal, or more than three-fourths of the entire production of bituminous coal of the state; Greene and Sullivan counties alone producing 3,897,938 tons, or nearly one-third the total output. Considering the fact that out of twenty-five mines in Greene county the six companies above mentioned own twenty-two, and of the thirty-four in Sullivan county they own twenty-six, while in Clay, Knox, Parke, Vermillion and Vigo counties they have purchased none but the largest producing mines, it is evident that considerable more than one-half the production of bituminous coal in the state will be controlled by them. In addition to the above the following changes in ownership were made in 1905—viz.: The North West mine, in Greene county, was bought and operation taken over in December by the Central Coal & Mining Co. The Carbon mine, in Pike county, was sold during the fall to the Ayrshire Carbon Coal Co. The Winslow Gas Coal Co.'s property was sold at public sale during the summer, but we have been unable to learn the name of the company who made the purchase. The S. H. Wulfman Coal Co., also in Pike county, reorganized during the fall months and is now known as the Patoka Valley Coal Co. The Lewis Coal & Mining Co., in Clay county, disposed of their mine at Coal-month to the Big Vein Coal Co., of Terre Haute. The Oak Hill and McClellan Sons coal properties in Vermillion county were purchased in October by the Shirkie Bros. The Reliance Coal Co., in Sullivan county, changed hands in November. It was sold to the Peabody Coal Co., of Chicago. In Vigo county the old Chicago No. 6, or Monkey mine, was purchased during October by M. D. West and three partners, who have secured a new block of coal near the old mine, which they will open up.

Sixteen mines were abandoned during the year, in addition to which the Caladonia mine, owned by the Indiana Southern Coal Co., reduced its working force to less than ten men. This shows an increase of two in number of abandoned mines over the new ones opened.

Summary.

The following summary contains most of the important totals for the year:

Number of counties having shipping mines.....	14
Number of companies operating mines.....	95
Number of new companies organized.....	6
Number of new mines opened.....	14
Number of mines changing hands.....	81
Number of machine mines.....	76
Number of pick or hand mines.....	114
Total number of mines working more than ten men .....	208
Number of mines abandoned.....	16
Number of pick miners employed.....	8,760
Number of machine runners and helpers employed .....	876
Number of loaders employed.....	3,693
Number of inside day and monthly men employed .....	1,657
Total number of all employees.....	18,609
Number of mules used.....	1,449
Number of electric chain machines .....	374
Number of compressed air punching machines .....	158
Total number of mining machines.....	432
Number of electric traction mine motors.....	23
Number of third-rail electric mine motors.....	11
Total number of motors.....	34
Number of dynamo engines.....	85
Number of dynamos.....	85
Number of compressors.....	25
Number of steam boilers.....	385
Number of hoisting engines.....	190
Number of automatic cages.....	244

Number of shaker screens.....	42
Number of box car loaders.....	26
Number of coal washers.....	1
Total estimated value represented by tables of machinery .....	\$1,531,235.00
Total number of days mines have been operated .....	29,277
Total tons hand-mined block coal.....	583,662
Total tons machine-mined block coal.....	75,073
Total tons of block coal.....	658,735
Total tons bituminous hand-mined coal.....	6,275,540
Total tons bituminous machine-mined coal.....	4,061,697
Total tons bituminous coal.....	10,337,237
Total tons hand-mined coal.....	6,859,202
Total tons machine-mined coal.....	4,136,770
Total tons of coal produced.....	10,995,972
Total tons of coal consumed in Indiana.....	5,786,035
Total tons coal shipped outside the state.....	5,209,937
Total wages paid to miners.....	\$6,174,749.73
Total wages paid to inside day and monthly men .....	2,100,474.38
Total wages paid to outside day and monthly men .....	1,078,670.44
Total wages paid to all employees.....	9,353,894.55
Amount expended on improvements.....	149,838.12
Total number of fatalities.....	47
Total number of serious accidents.....	103
Total number of minor accidents.....	101
Total number of accidents to employees.....	251

Production in Kentucky in 1905.

Each year since 1896 the coal production of Kentucky has shown an increase in quantity, until in 1905 the output was two and one-half times that of 1896. It amounted to 8,432,523 short tons, which had a value on the spot of \$8,385,232.

Compared with 1904, when the production amounted to 7,576,482 short tons, the output in 1905 shows an increase of 856,041 tons, or 11.3 per cent, while the value increased in somewhat less proportion from \$7,868,192 to \$8,385,232, a gain of \$517,040, or 6.6 per cent. In Kentucky, as in most of the more important coal-producing states, particularly in those east of the Mississippi river, the increase in production was accompanied by a decline in price, that for Kentucky falling from \$1.04 in 1904, to 99 cents in 1905.

The decline in price in 1905, as in 1904, was partly compensated for in the larger number of tons mined for each employe and in a decided increase in the production by machines. In 1905 a total of 14,685 men were employed in the coal mines of Kentucky, working an average of two hundred days and producing an average of 2.85 tons per day and 571 tons for the year; as against 14,200 men, who worked an average of 197 days in 1904, and who produced 2.71 tons each per day and 532.9 tons each during the year. In 1903 the average production per man was 525.2 tons for the year, and 2.54 tons for each day, while in 1902 the corresponding figures were respectively 493 and 2.35. These figures indicate a steady improvement in productive capacity per employe. That this was due, in part at least, to the installation of undercutting machinery, is shown by the fact that in 1903 there were 308 mining machines employed in the production of 2,843,805 short tons of coal, in 1904 the number of machines was increased to 453, and the machine-mined production to 3,595,513 tons, and in 1905 the number of machines in use was 510, a gain of 57, and the machine-mined coal amounted to 4,337,271 tons, a gain of 741,758 tons. In 1904 the percentage of machine-mined coal to the total product was 47.5, while in 1905 the percentage was 51.4.

The coal-mining industry of Kentucky was not materially affected by labor troubles during 1905. Strikes occurred at thirteen mines and at one of these while fifty men were on strike for three hundred days, the mine was idle but one day.

Kentucky's coal product is drawn from two great coal fields, one in the eastern and one in the western part of the state. The total area underlaid by coal in the eastern counties of the state is estimated at 11,180 square miles. The coal-bearing areas in the western part of the state are estimated to contain 5,800 square miles, or somewhat more than one-half of that of the eastern part of the state. Up to the close of 1904 the western district, however, produced considerably more than half the total output of the state, but the recent developments in Pike, Johnson, and other counties of the eastern portion of Kentucky lead to the impression that the production in the eastern district will soon exceed that of the western.

The data here given are taken from a forthcoming report of Mr. E. W. Parker, statistician of the United States Geological Survey, on the production of coal in 1905.

Not to Contest Anti-Rebate Law

In reference to newspaper reports that the railroads of the country, under the leadership of the Pennsylvania railroad, were planning to defeat the purposes and contest the validity of the new Interstate Commerce act, the Pennsylvania Railroad Co. authorizes the following statement:

"The Pennsylvania Railroad Co. is not seeking to contest the validity of the new law, either on its own behalf or in conjunction with other railroads. An exhaustive study of the measure is being made by both its legal and traffic departments, for the purpose of clearly understanding its scope and requirements, in order that they may be properly complied with. As is well known, the Pennsylvania Railroad Co. many years ago took a very firm stand, which it has maintained, in opposition to freight rate rebating, and the policy of the company has been to favor any measure which would entirely eliminate such practices from American railroading. In so far as it understands the purpose of the new law, therefore, it is this company's intention to co-operate with the Interstate Commerce Commission in carrying it out, with the confident expectation that the law will be administered fairly and intelligently."

July Anthracite Tonnage.

The shipments of anthracite coal by months amounted to 4,981,448 tons, against 4,546,743 tons in July last year. The effects of the spring tie-up in the anthracite district is still to be seen in the year's shipments to date, which aggregate 30,367,249 tons, contrasted with 35,263,740 tons in the corresponding time last year.

The shipments over the various roads for July and since January first compare as follows with the like periods of 1905:

	July		January 1.	
	1906.	1905.	1906.	1905.
Reading .....	937,098	913,066	6,091,121	7,101,510
Lehigh Valley...	832,903	768,074	4,518,412	5,799,126
Jersey Central...	591,984	581,361	3,747,210	4,503,415
D. L. & W....	826,424	674,916	5,138,008	5,424,518
Del. & Hudson.	484,443	476,052	3,060,513	3,415,934
Pennsylvania ..	429,368	352,020	2,601,626	2,859,952
Erie .....	510,787	430,614	3,123,155	3,573,195
N. Y., O. & W.	231,969	271,906	1,318,151	1,665,548
Del., S. & S....	136,472	131,834	768,751	920,512
Total .....	4,981,448	4,546,743	30,367,249	35,263,740

The shipments of anthracite coal in July for the last four years compare as follows:

	1906.	1905.	1904.	1903.
January .....	5,458,048	4,108,578	4,134,245	5,964,950
February .....	4,712,099	3,922,609	4,326,260	5,070,608
March .....	5,745,868	5,258,537	4,375,033	5,211,150
April .....	488,203	5,278,401	5,407,786	5,044,998
May .....	3,254,230	5,844,052	5,728,795	5,156,449
June .....	5,676,018	5,844,052	5,728,795	5,436,497
July .....	4,981,448	4,546,743	4,623,527	5,377,495
August .....		5,011,838	4,331,854	5,169,102
September .....		5,082,232	3,967,600	5,634,444
October .....		5,025,364	5,131,542	3,925,642
November .....		5,421,584	5,419,878	4,091,148
December .....		5,385,113	5,063,144	4,259,747
Totals .....	30,367,249	61,410,201	57,492,522	59,362,830

Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending August eleventh, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumber-land.	Total.
Week ending Aug. 11, 1906...	13,607	12,352	25,960
Corresponding week, 1905....	11,057	18,371	29,429
Total for 1906 .....	463,978	669,673	1,133,651
Corresponding period, 1905....	408,537	556,687	965,224

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 168,427 tons.

Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending July thirty-first amounted to 136,216 tons, making a total to that date of 3,299,717 tons, as compared with 5,086,189 tons for the corresponding period last year, a decrease of 1,786,472 tons.

There was no coke tonnage for the same week, so that the total for this year remained 38,992 tons, as compared with 56,160 tons for the same period last year, a decrease for the present year of 17,168 tons.





### W. G. Cronkright, Baronet.

Pittsburg's worthy representative among the Sentries of the Order of Kokoal is W. G. Cronkright, who holds the important office of Baronet. Mr. Cronkright is a Wolverine, having been born in Ottawa county, Michigan, in 1868, where he obtained his education in the schools for which that state is so justly famous.

At the age of eighteen he yielded to the allurements of the great west, where he spent the next



W. G. Cronkright, Baronet.

ten years of his life in various pursuits offered in the territory extending from Salt Lake City, Utah, to Galveston, Texas. During this period of his life he was at different times engaged in mining, ranching, and in some of the enterprises made possible by the government in its opening to settlement great tracts of the public domain in Oklahoma and the Indian Territory.

Mining, however, seems to have become his chief love, for soon after going to Pittsburg in 1897 he became interested in a coal mining enterprise, and has ever since been a coal man, of constantly increasing prominence and influence. He has now for some time been the vice-president and general manager of the Old Colony Coal & Coke Co., whose coal and coke operations are at Ligonier, Westmoreland county, Pa. He also holds the some positions with the Glen Easton Coal & Coke Co., operating at Moundsville, Marshall county, W. Va.

One of the first Pittsburgers to become interested in the Order Kokoal, and very enthusiastic as to the objects and the successful future of the order, Mr. Cronkright can be counted upon to perform the duties and meet the responsibilities of his office efficiently, as well as to bear its honors gracefully.

### Dell Leland Tuttle, Gazook.

The Kokoals, recently assembled in annual powwow, selected for the responsible office of Gazook one of the best known coal men of western New York, D. L. Tuttle, sales agent of the Philadelphia & Reading Coal & Iron Co. at Buffalo. Mr. Tuttle is a man in the prime of life, with many achievements behind him, but with ample time before him for many more. He is a native of Cattaraugus county, New York, where he was born in 1855, and received his education at the public schools there and at the famous old Dunkirk Academy, where he graduated in 1874. He soon after entered the mercantile business in partnership with his father at Little Valley, N. Y.,

under the name of S. A. Tuttle & Son, where he continued until 1885. During these earlier years of active life he showed not only business capacity, but, as well, ability as a leader of men, becoming prominent in local politics and being chosen to fill various political offices in that county. He had the somewhat unusual experience of being a successful candidate for office at the first election after attaining his majority.

In 1885, feeling that he was capable of business success in a larger sphere than that of the county seat, he removed to Buffalo, where he entered the employ of the Buffalo, Rochester & Pittsburg railroad and held successfully the positions of private secretary to the general superintendent, chief clerk of the road, and traveling car agent, all in the course of five years.

In 1890 he resigned his position with the Buffalo, Rochester & Pittsburg railway to become superintendent of transportation of the Cincinnati, Saginaw & Mackinac railway, with headquarters at Saginaw, Mich., but returned to Buffalo in 1892 to enter the employ of the Philadelphia & Reading Coal & Iron Co. His promotion with this company was rapid, his ability being rapidly recognized and acknowledged, so that in 1898 he was made sales agent for the wide territory controlled from the Buffalo office, which includes western New York, western Pennsylvania, Michigan, Ohio, Indiana and northern Kentucky.

Although giving that close attention necessary to the great volume of business connected with



D. L. Tuttle, Gazook.

the proper covering of so large a territory, Mr. Tuttle has found time for many other activities. Among these may be noted directorships of the Central Dock & Terminal Railway Co., of Buffalo, the Citizens' National Bank of Springville, N. Y., and of the Silver Lake Assembly; the chairmanship of the railway department of the Buffalo Young Men's Christian Association, and the presidency for a time of the Epworth League of the Genesee Conference.

Always interested in public questions, Mr. Tuttle has a mind unusually well stocked on many topics, financial, political and religious. Adding to this facility of speech and pleasing address, he is especially popular and much in demand as a public speaker. He was one of four selected to deliver addresses at the St. Louis exposition on "Coal Men's Day," and his friends tell him that when the coal is all mined and sold he can make a fortune as a lecturer.

### Connellsville Jubilee.

Connellsville, Pa., inaugurated its centennial jubilee Tuesday morning at seven o'clock. At that time Governor Pennypacker, at Harrisburg, touched an electric button which rang a bell in the town of "Coke and Coal," and announced that the formal opening of the four days' celebration had begun.

A town that obtained corporate existence a century ago, and since then has signally shared the developments of western Pennsylvania's industries, has good material for celebrating the conclusion of its first century, and from reports that reach us the Youghiogheny valley center is improving the occasion with marked zest.

Connellsville was founded as a town one hundred years ago, and takes its name from Zachariah Connell, one of the early pioneers who settled on the banks of the Youghiogheny river, on the site of the present city, over a century ago.

The town is best known as being the center of the coke region, and the name, "Connellsville coke," is known throughout the manufacturing world.

It is a thriving town and the center of a thriving section. As the growth and prosperity which its celebration commemorates are typical of the industrial prosperity of the state and nation, its festivities will be accompanied by the good wishes of all its friends and neighbors.

### Labor Troubles in Coal Mine.

There have been few years in the coal-mining history of the United States when there was less time lost through labor disaffections than during 1905, says Mr. E. W. Parker, statistician of the United States Geological Survey, in a forthcoming report on the production of coal in 1905.

The most serious trouble experienced last year was in Illinois and was the result of the enactment of what is known as the shot-firer's law. This law, which was highly obnoxious to the operators, required the employment of additional men and necessitated, therefore, an extra expense which the operators in a large number of cases refused to pay, claiming it was a violation of the agreement that the expenses of mining coal were not to be increased by any action of the miners, and that this legislation had been obtained at the instance of the miners' union. A number of strikes resulted, and as a serious disturbance of the peaceful conditions which had existed in Illinois for several years seemed imminent, the matter was submitted to the arbitration of Judge George Gray, who had been chairman of the Anthracite Coal Strike Commission. Judge Gray decided that the expenses should be equally divided between the miners and the operators. Work was resumed when the arbitration was decided upon and the rest of the year was comparatively free from strike suspensions.

The number of men on strike in Illinois during the year was 15,289, or 47.6 per cent of the total number of men in bituminous mines idle on account of strikes in the United States. These 15,289 men were idle an average of twenty-one days, the total number of working days lost by them amounting to 321,967, or 42 per cent of the entire time lost by strikes in all the bituminous mines of the country. Outside of Illinois the principal losses of time by reason of strikes were in Pennsylvania, where 5,686 men were idle an average of thirty-three days; in Ohio, where 3,250 men lost an average of fifteen days; in Kentucky, where 923 men lost an average of sixty-eight days; in Montana, where at one mine two hundred men were on strike for 180 days; and in Alabama, where the strike inaugurated in 1904 is still officially in effect. In Iowa and Kansas there were comparatively large numbers of men on strike, but the time lost in each of the states was insignificant.

### Output of Dominion Coal Co.

The output of the Dominion Coal Co. in July was 318,291 tons, against 329,164 in the corresponding month last year. For the seven months the output was 2,932,018 tons, against 1,696,439 tons in the corresponding period last year. The July shipments aggregated 328,291 tons.



# Peat in the United States During 1905.

The government report on peat, to which reference is made elsewhere, is as follows:

During 1905 little was accomplished in the practical utilization of peat, although the year witnessed great activity in the way of newspaper articles and theoretical discussions regarding it.

Many state geological surveys have given attention to peat deposits, and several reports have appeared dealing with the subject, but none of them is based upon original work, either in the field or in the laboratory, and hence they have done little toward advancing the knowledge of the subject. The principal use of such publications has been to keep the matter before the public and thereby stimulate private interest and investigation.

The following companies are reported as interested in the development of the peat industry, but many of them have not as yet installed a plant, and those that have completed their installation are not beyond the experimental stage:

Orlando Water & Light Co., Orlando, Fla.  
Illinois Peat Fuel Co., Chicago, Ill.  
Indiana Peat Fuel Co., Tyner, Ind.  
Peat Gas & Coal Co., Portland, Maine.  
Boston Fuel Co., Boston, Mass.  
American Peat & Fuel Co., Capac, Mich.  
Capital Peat Fuel Co., Detroit, Mich.  
Michigan Peat Co., Chelsea, Mich.  
Michigan Peat & Marl Co., Grand Rapids, Mich.  
Van Buren Peat Co., Gobleville, Mich.  
Wolverine Peat Co., Vicksburg, Mich.  
Mankato Peat Fuel Co., Mankato, Minn.  
Northern Peat Co., Minneapolis, Minn.  
Willmar Peat Co., Willmar, Minn.  
American Peat Fuel Co., Lincoln Park, N. J.  
Amalgamated Peat Fuel Co., 80 William street, New York, N. Y.  
Peat Koal Co., New Rochelle, N. Y.  
Lamartine Peat, Light & Power Co., Fond du Lac, Wis.  
Western Peat Co., Marshall, Wis.

The production of these experimental plants for 1905 is estimated at 2,000 tons. The work of the Orlando Water & Light Co., of Orlando, Fla., may perhaps be considered typical. There is a popular impression that peat bogs are largely if not wholly confined to northern countries, but this is not correct, since Florida has some of the finest deposits of peat in this country. The Orlando company is working on a deposit filling a small lake basin. The company has installed a Leavitt machine with a belt conveyor for transporting the peat to the mill, where it is disintegrated and molded into bricks without pressure. The bricks are then laid out, and in the hot Florida sun soon lose a large percentage of their moisture. As the peat comes from the bog it carries about eighty-five per cent of water, but in a few days after the bricks have been manufactured this is reduced to thirty per cent and finally to about fifteen per cent without artificial drying. When the bricks have reached this stage they have shrunk to about one-half their original dimensions, and then they may be stacked out in the weather without reabsorbing an appreciable amount of water.

The business is hampered by the excessive rains which prevail in Florida during the wet season from June to November, and some means of artificial drying or protection must be resorted to before the works can be kept in continuous operation.

Although the plant has not passed the experimental stage, several hundred tons of the machine peat have been produced and used under the boilers of the electric light plant. It is confidently believed by the owners that peat fuel produced in this way can successfully stand in competition with hard-pine wood at \$3 per cord and Alabama coal at \$7 per ton.

The most interesting and perhaps the most valuable experimental work that has been done during the year is the practical tests of machine peat as a producer-gas fuel. These experiments were carried on at the United States Geological Survey coal-testing plant at St. Louis on one carload of peat from Massachusetts and another from Florida. The former consisted of part raw and part machine peat, and both kinds were tried in the producer, but the quantity of peat

was not sufficient for a thorough test. Although there were many large fragments of wood in the peat, that part which was machined proved to be an excellent producer fuel, making a gas of high calorific power and of even composition. This test was regarded as quite satisfactory; but when raw peat was tried the work of the producer was not satisfactory, for the peat, although dry, burned only where it came in contact with the shell of the producer, and thus the quality of the gas was spoiled.

The second trial was made on a car of machine peat from Orlando, Fla. This gave excellent results, regarding both calorific power and regularity of composition of the gas, also ease of firing.

The results of this test are embodied in the following table:

## PRODUCER-GAS TEST OF FLORIDA MACHINE PEAT.

Pounds consumed in producer.			
Per electrical horsepower:	Peat as fired.	Dry Peat.	Combustible.
Available for outside purposes....	2.98	2.35	2.20
Developed at switch board .....	2.85	2.25	2.11
Per brake horsepower:			
Available for outside purposes....	2.53	2.00	1.87
Developed at engine .....	2.43	1.92	1.79
Equivalent pounds used by producer plant.			
Per electrical horsepower:			
Available for outside purposes....	3.16	2.50	2.33
Developed at switch board .....	3.03	2.39	2.24
Per brake horsepower:			
Available for outside purposes....	2.69	2.12	1.98
Developed at engine .....	2.57	2.03	1.90
Average electrical horsepower .....			205.0
Average B. T. U. per cubic foot of gas.....			175.2
Total peat fired .....			29,250 pounds.

## ANALYSES SHOWING AVERAGE COMPOSITION.

Peat.	
Moisture .....	21.00
Volatile matter .....	22.11
Fixed carbon .....	51.72
Ash .....	5.17
	100.00
Sulphur .....	.45
Gas by volume.	
Carbon dioxide (CO <sub>2</sub> ) .....	12.4
Carbon monoxide (CO) .....	21.0
Hydrogen (H <sub>2</sub> ) .....	18.5
Methane (CH <sub>4</sub> ) .....	2.2
Nitrogen (N <sub>2</sub> ) .....	45.5
Ethylene (C <sub>2</sub> H <sub>4</sub> ) .....	.4
	100.00

In starting the producer-gas test the entire fuel bed was built up of the Florida peat, and the usual preliminary run was conducted before the official test was begun. The official test lasted fifty hours, and during the entire period no difficulties were experienced either in maintaining the load or in handling the fuel bed.

The test was so thoroughly satisfactory that there is little to report outside of the general results, which will be found of interest to those contemplating the use of this fuel for producer-gas purposes.

Only a small quantity of peat remained after the producer-gas test was made, and on this a steaming test was made which lasted 4.07 hours. This was too short to yield satisfactory results, but owing to the scarcity of such tests the results may be of value. They are as follows:

## STEAMING TEST ON MACHINE PEAT FROM ORLANDO, FLA.

MISCELLANEOUS ITEMS.	
Heating value of peat, B. T. U., per pound of dry peat .....	10,082
Duration of test .....	4.07 hours.
Kind of grate .....	Plain.
Force of draft:	
Under stack damper .....	inches of water, 0.69
Above fire .....	inches of water, .13
Furnace temperature (by Vanner optical pyrometer) .....	degrees F., 2,457
Dry peat, used per square foot of grate surface per hour .....	pounds, 33.49
Equivalent water evaporated per square foot of water-heating surface per hour.....	pounds, 4.04
Percentage of rated horsepower of boiler developed .....	113.2
Water apparently evaporated per pound of coal as fired .....	pounds, 4.27
Water evaporated from and at 212 deg. F.:	
Per pound of peat as fired .....	pounds, 5.00
Per pound of dry peat .....	pounds, 0.04
Per pound of combustible .....	pounds, 6.63
Efficiency of boiler, including grate.....	per cent, 577.85

Peat as fired:	
Per indicated horsepower hour .....	pounds, 5.06
Per electrical horsepower hour .....	pounds, 6.98
Dry peat:	
Per indicated horsepower hour .....	pounds, 4.68
Per electrical horsepower hour .....	pounds, 5.78

## ANALYSES OF PEAT USED.

Proximate of peat as fired.	
Moisture .....	17.21
Volatile matter .....	24.85
Fixed carbon .....	51.01
Ash .....	6.93
	100.00
Sulphur .....	.49
Ultimate of dry peat.	
Carbon .....	57.77
Hydrogen .....	5.18
Oxygen .....	25.20
Nitrogen .....	2.89
Sulphur .....	.59
Ash .....	8.37
	100.00

As is seen by reference to the figures, the results secured from this fuel when used under the boiler are exceedingly gratifying. Comparing the dry peat per electrical horsepower per hour required by the two types of plants, it will be noticed that the steam plant used 5.78 pounds, or 2.4 times as much as the producer-gas plant, which required only 2.39 pounds.

The results obtained in the producer plant as well as under the steam boiler compare favorably with those obtained from lignite from North Dakota, as shown by the following table:

## EQUIVALENT POUNDS OF DRY FUEL USED PER ELECTRICAL HORSEPOWER HOUR AS DEVELOPED AT SWITCHBOARD.

	Pounds.
Florida peat in producer plant .....	2.39
North Dakota lignite in producer plant .....	2.29
North Dakota lignite in producer plant .....	1.90
North Dakota lignite in producer plant .....	1.80
North Dakota lignite in producer plant .....	2.08
Florida peat under a steam boiler .....	5.78
North Dakota lignite under a steam boiler.....	5.41

These results show that peat can be much more successfully used for the generation of power in a producer than in a furnace under a steam boiler. Moreover, they show that when used in this way peat may become a successful competitor of coal, even where the latter can be easily obtained.

The possibilities which these experiments seem to open are great, and they may be of infinite value to such states as Florida, Massachusetts, Maine, Minnesota and Wisconsin, which have little or no coal within their boundaries, but have large deposits of peat that are easily accessible to the commercial centers.

During the year 1905 peat moss, in the form of bales packed under hydraulic pressure, was imported into the United States to the extent of 7,911 short tons, valued at \$42,494. This peat moss is used chiefly for stable litter.

## Timber Used in Mining.

The forest service and geological survey of Pennsylvania have compiled statistics upon timber used in coal mining in that state, which indicate that the wood feature of the coal industry is much more important than might be generally supposed.

The results of the tabulations show that 121,565,000 feet board measure of sawed timber (equivalent to 10,130,000 cubic feet) and 52,440,000 cubic feet of round timber were used during 1905.

The total value of the sawed timber was \$1,842,000, or \$15 per thousand feet board measure. The total value of the round timber was nearly double that of the sawed timber, being \$3,468,000, or \$6.60 per 100 solid cubic feet—the approximate equivalent of the average standard cord of 128 cubic feet. The total value of the round and sawed timber combined was \$5,310,000, or about 8½ cents per long ton of coal mined, using as a basis for the calculation the production in 1905—in round numbers 61,000,000 long tons.

Of the species used for round timber, yellow pine, of which a large amount is loblolly pine from the south, furnishes one-half. Oak ranks next, but furnishes a much smaller proportion, according to the reports.

For sawed timber hemlock holds first place in quantity, while yellow pine ranks next.



## Reports from Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
New York, August 16.

The anthracite coal trade at tidewater, and also to local line points, has quieted down very considerably during the week, and but little business is being done, at the moment, in this trade. The demand for coal during the first ten days of the month developed a fair amount of tonnage for the current month's shipment, and it was generally anticipated that it might continue, but this has not been the case, though a better demand is looked for later in the month, with a view of obtaining the last reduction of ten cents from the full circular prices.

### Buying Will Be Light This Month.

Aside from this business, there is not likely to be any active buying while the warm weather prevails, as it is known that dealers in all localities are well supplied with coal, and are not inclined to increase these stocks with practically little or no movement from the yards at present. There is such a lack of business in the retail trade, that dealers in many of the larger cities, to avoid the expense of keeping their horses idle, are putting them out to pasture until such time as they may again be needed, retaining in cases only a few teams to handle the small number of orders received. On the whole there is, however, quite a large tonnage being distributed to different territory, and those producing companies having facilities to ship to the west and other markets at distant points, which have not yet received their full quota, do not seem to feel the dullness in the east, as they are taking advantage of this period of inertia to fill up the requirements of markets to which tonnage has been delayed earlier in the season.

The effect of this healthy condition is that the trade maintains a strong tone, and permits of the full volume of production being mined, while there are as yet no indications of any restrictions being placed upon the output, which will continue on the present basis, except where affected by shortage of cars.

### The Impending Car Shortage.

There is as yet no general reduction in the number of cars available for current use, though they are somewhat slower in getting back to the originating systems. At the same time they are already becoming short on certain

classes of business. The greatest difficulty to contend with, in the way of husbanding cars, from now on, will be due to the largely increased demand through the enormous freight traffic offering to all systems, with western connections of the roads already short, so that where coal is shipped to that territory, all rail, over those roads, cars are not likely to be returned within a reasonable time, the foreign roads holding them for use on their own lines to secure relief in the traffic movement. That this will be felt by the anthracite coal roads at probably an early date, there is no doubt, but the question of most importance is to what extent it will affect the transportation of coal, and should it extend into the active fall period of the trade, it is not unlikely that shipments would be seriously hindered.

Trade in the harbor keeps very quiet on all sizes, and there is little coal being shipped upon it. The all-rail demand has also fallen off, at least temporarily, after a season of phenomenal shipment, but it is thought it will be the first of the markets to revive.

The steam grades do not show any signs of activity, and in instances have become a drug upon the market, where individuals are holding them to obtain a buyer.

### Some Improvement in Bituminous Trade.

The Atlantic seaboard bituminous trade shows more indications toward improvement, and a few more orders are apparently available for shipment than were received a week ago. This status, according to reports, is largely due to the defection of stocks in consumers' yards, and it is noticed that most orders are sent in from customers who have not taken on any coal since April first. It is believed that this gradual increase in business will be augmented from now on, as the greater number of stock piles will be cleaned up. There is increased evidence almost daily, at the present time, of a greater desire to obtain some coal for future shipment, resulting in more business with some interests, while others are merely making inquiries as to price, rather indicating that they will soon be out of coal, but fear that the figures asked are too high.

Prices this year have been advanced about fifteen cents a ton on all the standard grades of steam coal, owing to the higher wages paid to miners, increasing the cost of production just

so much, while in other fields the quality of the coal demanded a higher price than was obtained for several years past, making the price basis, thereby, higher and more uniform.

### Firm Maintaining of Prices.

The agreeable feature, in the naming of the present prices, is that operators are all standing firm on current quotations, rather sacrificing the business than to recede from their position, and it ought to be evident to those buyers who are holding off in the hope of obtaining concessions, on future shipments, that it is a hopeless attempt this year. Operators who have been curtailing their mine product, due to the lack of orders, are in many cases finding difficulty in making shipments promptly, when orders are received, owing to a shortage of labor to work the mines at a sufficient capacity to produce the necessary amount of coal to meet the requirement for loading cargo at tidewater, often delaying the discharge of vessel beyond the time limit.

The principal feature, however, in deterring the trade at present, is the shortage of cars on practically all lines, varying only in degree, as the occasion occurs, some of the roads openly admitting their inability to furnish the necessary equipment for the transportation of coal, owing to the unprecedented extent summer freight traffic that has been forced upon them, with which they are now laboring. There seems to be little hope of any early improvement, in fact the reverse is more likely to result.

### Coastwise Trade is Quiet.

Trade in the east does not show the development noted in other localities, though there is a little more business, sufficient to take care of a small tonnage. The sound trade is quiet. New York harbor trade seems duller than it has been all summer, and more coal has been accumulating, lately, at the shipping ports, causing many embargoes to be placed against individual shippers. Prices are also lower on the poorer grades of coal, by reason of this condition, sometimes offering coal down below cost.

The vessel market shows no change from a week ago. Philadelphia quotes rates of freight to Boston, Salem and Portland, 60c; to the sound, 50@55c; Lynn, Newburyport and Bath, 80@85c; Portsmouth, 65c; Saco and Gardiner, 90c; Bangor, 75c.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, N. Y., August 16.—(Special Correspondence.)—While there has been no perceptible change in the bituminous market during the past week, there is a decided improvement in the amount of business being done by the anthracite dealers. This is especially true of the lake trade, which has picked up greatly. Forwarding by water has increased over thirty per cent during the past seven days as compared with that of the preceding week. Coal has been coming forward from the mines much more freely, the output being heavier and the car supply somewhat improved. In fact, the conditions have been somewhat reversed since last writing, for there are now more cargoes than available vessels, and an advance in carrying rates of ten cents a ton has been made by the shippers. Present charges are forty cents to the head of the lakes and fifty cents to Milwaukee and Chicago.

"One cause of the vessel owners' shyness," said a prominent sales agent to THE BLACK DIAMOND, "is that with the low price for carrying coal and with plenty of down cargoes the owners are not particularly anxious to load for the uptrip. The principal reason for this is that so many of the ports are poorly equipped for unloading, and vessels are frequently held for several days before they can discharge their cargoes. It is very certain that the dealers at the upper lake ports must improve their dock facilities if they expect to get stock promptly, for you may be sure the well

equipped docks will get the business, the old-fashioned ports with ancient appliances being seriously discriminated against by the vessel owners. It is getting so that it is next to impossible to secure hull room for coal destined to certain points, for it is a foregone conclusion that the vessel which loads to these ports will be held up and forced to lose more or less time before they can get rid of their cargo. Those fellows will have to begin their improvements pretty soon or they will be cut out of the loading list."

### Heavier Anthracite Lake Shipments.

There are indications that the eastern market is much easier, which accounts for the heavier shipment for lake forwarding. Better time is also being made in the mines. Total shipments for the week amount to 108,820 tons, distributed as follows:

Destination.	Tons.	Destination.	Tons.
Duluth .....	19,600	Gladstone .....	500
Chicago .....	26,740	Byng Inlet .....	100
Superior .....	19,200	Port Colborne .....	150
Sault .....	3,000	Parry Sound .....	1,000
Waukegan .....	3,000	Port Arthur .....	3,100
Milwaukee .....	21,830	Sheboygan .....	7,000
Petosky .....	600		

The cargo reported above to Sault Ste. Marie is the first coal laden vessel clearing for that port this season.

Rail orders, while not so active as lake business,

are coming in more freely, the dealers having in many cases finished their vacations and returned to business. They are now inclined to fill their exhausted bins. There is every indication that from now on the improvement will be continued for some weeks to come.

In local retail circles, however, there is absolute idleness. Never has the trade been more completely at a standstill at this season of the year. The cause may be found to an extent perhaps in the fact that Buffalo has had more hot weather during the past two months than usually falls to her lot. Next month, however, will doubtless witness a resumption of normal conditions, so far as the trade is concerned.

George Henry, president of the Keystone Coal Mining Co., was a caller on Buffalo dealers this week.

Manager Huntsinger, of the Avoine mines, has just returned from a two weeks' trip through his territory and reports business as looking up, with a fair prospect of a busy fall.

E. C. Roberts, of the Shawmut and Hedstrom companies, is absent in West Virginia, down in the famous Hatfield district. His friends are hoping that he will not in any way become involved in the feuds which appear to pervade the atmosphere in that section.

With the exception of the New York Central, none of the railroads are yet storing coal. The



Central is stocking at Syracuse, and this fact is looked upon by certain dealers as a strong indication that an improvement in the bituminous market may be expected soon. A year ago a couple of large jobbers from the east came to Buffalo and bought up 3,500 cars of coal. This purchase was scattered among eight or ten dealers, and the result was to send the price up. Local dealers are now buying at the present low prices in the expectation that these eastern buyers will put in an appearance. If some agent would come in here and gobble up a thousand

cars, there is good reason to believe that the local market would have a boom the effects of which would not disappear for many weeks.

So far as the local bituminous trade is concerned, there are plenty of cars to handle the business, and there is no fear of immediate shortage. The output of the Allegheny valley mines continues of even supply, just about what can be cared for. Matters in the mines appear to be running smoothly, and there is apparently no danger of further trouble with the men for a long time to come.

One hears of slight deviation from regular figures, but it is difficult to place them. The vessel freight market is easy and rates unchanged from last week. All the lower ports are quoting from 60¢ to 70¢ to Boston and 50¢ to 55¢ to the Sound.

## The Baltimore Shipping Trade.

BALTIMORE, Md., August 16.—(*Special Correspondence*.)—While the market conditions about Baltimore are not just as bright now as they might be if the wishes of the trade generally were to be carried out, yet coal men here are looking hopefully forward. They express the belief that before the end of September there will be an awakening all along the line that will make the troubles of summer dullness be forgotten.

Anthracite, on a stable basis, is apparently well able to take care of itself during even a hot summer, and now it is a question of awaiting for the first chill winds to send consumers hustling for fuel, and at prices that will be nearly up to the full winter schedule.

But with bituminous it is different. With the demand flat the bottom seems to have dropped out of the market to a considerable extent. Sales were reported down to seventy-five cents at the mines, which is less than the cost of production, and the best grades could be gotten at from \$1.10 to \$1.50. There is certainly not much margin of profit in such prices.

"The safest way to act at present is to rest on your oars and float on a contract sea, if you have enough good contracts to keep you going," said a well known coal man. "But I hope to see the turn of the tide before long. In five or six weeks things should be looking up to a considerable degree."

### Volume of Export Trade Is Large.

The export and coastwise business is going along in fine shape as far as bulk is concerned. Considerable amounts of bituminous are moved weekly by sea to Boston, Providence and other New England ports, and there has been an awakening in the southern trade again. The recent numerous announcements of coal charters also give promise of more breaking of records, such as during last month when 68,642 tons to the value of \$175,821.25 tons were exported, mainly to Mexican ports.

## The New England Coal Trade.

BOSTON, MASS., August 16.—(*Special Correspondence*.)—There is very little business being done in the anthracite coal market in this locality and trade during the past week has dwindled down to a point where it attracts no interest. The situation is reported as being as quiet on week days as on Sunday and with many in the trade away, the dull conditions prevailing can in a measure be appreciated.

Retailers are doing so meagre a business that expenses are being curtailed where possible as by sending the majority of their horses away to pastures they evidently not expecting things to revive for some time. No one looks for a change toward an improvement until colder weather sets in, though the return of many householders early in September on account of the opening of schools may bring in some orders where the supplying of bins has been delayed.

The barges employed in the water transportation of coal coastwise are not showing any great cessation in their movement, they being apparently loaded when arriving at the shipping ports and are again sent forward to be discharged. That some of this coal reaching here may have to go into storage before sales can be made, is altogether likely, though when it is on the market

A line on charters may be gained from the following, which have been announced within the past few days:

Schooner Paul Palmer, to Portland, seventy cents; schooner Marie Palmer, to Portland, seventy cents; schooner Helen J. Seitz, to Portland, terms withheld; schooner Bradford C. French, to Salem, seventy cents; schooner Horace A. Stone, to Portsmouth, seventy-five cents and twelve days; schooner John E. Devlin, to Boston, seventy cents, bridge money and ten days; schooner Harry T. Hayward, to Key West, \$1.55 and discharged free; schooner Sallie L'on, to Jacksonville, \$1.00; ship Kenilworth, to San Francisco, \$7.00.

### Change from Steam to Electricity.

The announcement of the conclusion of plans by which the old Annapolis Short Line railroad enters into a consolidation with the Maryland Electric Co. under the financial plan of the United Railways here means the passing of another steam road. The line will be electrified and the steam locomotive done away with. It is but another step in the march that many predict for the elimination of the steam locomotive generally. As an electric line consumes in power houses less coal than a steam road, the situation is one of decided interest to the trade outside of haulage questions.

The present prosperity of the south is undoubtedly aiding Baltimore in its present rapid growth as an industrial center. The once over-conservative town has gotten a hustle on itself, and there should be a big increase of coal consumption in the Monumental city during the next few years.

One of the last chapters in the transfer of the Western Maryland railroad from Baltimore city to the Gould interests is had in the announcement that the syndicate of the original syndicate framed to underwrite the bonds of the road soon after the property changed hands, has been dissolved.

dealers often find room to take in another cargo merely to help out under the circumstances.

The shoalwater ports are still in need of coal and the tonnage going to them is fairly large. The all-rail trade has fallen off considerably and shipments upon it are reduced accordingly, though this business is expected to show an earlier period of activity than in other lines.

The signs of improvement in the bituminous coal market are not as marked as at other points and business remains dull with here and there an order to help out on shipments. An indication of the small amount of tonnage moving was shown by the fact last week that on one day no cargo discharged at Mystic wharf though it is said there was plenty of coal in the harbor. This reflects the stagnant condition that prevails here, with no assurances as to when consumers will be ready to again place orders.

It was thought that with the advance of ten cents a ton on the standard grades of coal f. o. b. the shipping ports at Hampton Roads, effective August first it might act as an incentive to place orders and that business would improve, but as yet few orders have been received for shipment on the new basis.

Prices seem to hold firm on the higher grades.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., August 16.—(*Special Correspondence*.)—The anthracite coal trade at this center is very quiet and what orders were received at the last discount, since the first of the month, seem to be generally cleaned up, leaving little business in the hands of shippers to work upon. This, of course, is only natural, with dealers well supplied from earlier purchases and the trade at retail reduced to a minimum by warm weather, no increase in the demand is looked for at the moment, though with the closing of the month, there is likely to be the usual number of orders placed for shipment before the discount is withdrawn.

The general trade continues good with a sufficient quantity of coal being distributed to consuming interests which are taking practically the entire product of the mines. This obviates the accumulation of coal in first hands to more than a slight extent, which makes the prediction good that future business will be steady and augurs favorably for a large fall demand.

The more important shipments are still going to points west, all-rail, and to consignees having contracts for their yearly supply, upon which it is necessary to make regular delivery. As yet there has been no apparent need to restrict the output at the mines and the production continues on a normal basis. Less orders are available for cargo shipments beyond the Delaware capes, this trade having been well supplied up to the present time, but it is expected to become more active when the fall trade arrives.

### Bituminous Coal Gains Strength.

The bituminous coal market shows some slight improvement from a week ago and the indications are that further development will follow along this line, as stocks in consumers' hands are being used up to a point where orders for shipment will become necessary. With the increased business received by the operators in some of the mining districts it would seem that the depression in the trade can soon be relegated to things of the past, as already mines are working on fuller time.

In some directions the recovery is more pronounced than in others, which show a tendency to lag, not yet obtaining enough orders to keep going, being probably still affected by the stocks shipped to their customers at an earlier period.

The mining interests located on the Beech Creek railroad that were idle for four months seem to have been the most active since their resumption, and are in possession of more business than they can provide for, due to the great shortage of cars which is hampering them materially. The dearth of cars is a feature affecting all railroads alike, only differing in the degree of their shortage. This is greatly retarding the shipments on what business is in hand and urging delivery, the situation also predicated a further accentuation of it, when active fall trade sets in.

## Big Coal Find on Reading.

A fourteen-foot vein of Lykens red ash coal has been discovered by the prospectors of the Philadelphia & Reading Coal & Iron Co. at Glendower colliery at Taylorsville in the Heckscher valley, near Pottsville, Pa. The vein contains millions of tons of the highest priced anthracite coal. The find may be worth \$20,000,000. The vein is now being proved. It was found near the dividing line between Foster and Barry townships. The company has been prospecting for coal at the Glendower colliery for several months and the officials were hopeful of striking a big vein, but did not expect to strike the Lykens Valley vein. The coal is worth much more a ton than ordinary anthracite. The company is sinking several shafts to the level of the sea in the Pottsville basin, but does not expect to make any greater find than the one the prospectors' drill has just revealed.



## Eastern General and Personal Notes.

Geo. F. Getz, president of the Globe Coal Co., Chicago, spent the early part of the week in New York city, calling upon the coal interests, with which he does business.

J. E. Parsons, New York manager of the Consolidation, Fairmont & Somerset Coal Cos., enjoyed the week end and over Sunday visit at Huntington, L. I., as the guest of Squadron C, which is located at that place.

President George F. Baer, of the Philadelphia & Reading Railway Co., who sailed for Europe on July seventh, returns on the Steamship Amerika, which left England on August seventeenth, and is due to arrive at New York on the twenty-fifth of the month.

Commissioner C. P. Neill reports that the wages of the anthracite miners will be increased two per cent above the basis upon their earning for the month of July, the price of the domestic sizes of anthracite coal f. o. b. New York harbor being \$4.63 per ton for that month.

O. W. Stager, superintendent of transportation of the Philadelphia & Reading Railway Co., Philadelphia, was in New York last week, in connection with business matters of the company, and incidentally called upon some of his friends, *THE BLACK DIAMOND* included.

The Consolidated Gas Co., of New York, has awarded contracts amounting to about 250,000 tons of gas coal to cover its annual supply. The contracts were awarded, in about the same proportions as was furnished the company last year, and are, Berwind-White Coal Mining Co., Pittsburgh Coal Co., and the Fairmont Coal Co.

D. F. Connor, sales agent of Whitney & Kemmerer, New York, left on Friday of last week for Portland, Maine, to enjoy a brief recreation on the seashore. Mr. Connor does not often get away from business, but as trade conditions are generally slack this month, he has taken this opportunity to spend a week on the Maine coast.

Lucien Hill, manager of the United Coal Co., New York, left on Monday of this week on a business trip to Philadelphia and Baltimore, to remain four days. The company's new mine in the Quemahoning region, is rapidly developing its capacity for production, the increase amounting to twenty-five per cent for the past four months.

G. H. Kent, identified with the firm of Williams & Peters, New York, who went abroad with his family on June fifth, returned on Tuesday morning of this week via the steamship Kaiser Wilhelm II. Mr. Kent greatly enjoyed his trip, and was ready before noon of the day on which he returned to resume his former duties at the firm's offices.

A. B. Harris, identified with Geo. D. Harris & Co., a secretary of the Standard Materials Co., New York, leaves on a vacation trip the first of the coming week. He will spend most of his time at Fort Edward, N. Y., and Lake George, where he has many friends, it being his former home, and anticipates enjoying the next three weeks at those points.

The Erie Railroad has purchased one hundred acres of land of the Graffin estate at Little Ferry, N. J., for the purpose of increasing its terminal facilities. The land extends from the company's present tracks to the Hackensack river. This is in addition to the land bought for the open cut through Bergen hill, and is a valuable tract, as it permits of extensive room for the handling of its freight.

T. B. Davis Jr., vice-president of the Davis Coal & Coke Co., New York, is now in Europe, enjoying a tour of the continent in his automobile. Mr. Davis is accompanied by Mrs. Davis and Mrs. Harkness, of Salt Lake City, Utah. The party sailed from New York on July thirty-first, taking with them Mr. Davis' touring car, in order to give greater pleasure in visiting the attractive features of that country. They expect to return early in September.

The shipments of anthracite coal in July were 4,981,448 tons, as compared with 4,546,743 tons for July, 1905. It is less by 694,570 tons than in

June, 1906, but this is not significant, as July was a holiday month, and the mines of Reading & Jersey Central were closed down for a week. The month is, however, 434,705 tons in advance of July, 1905. The shipments for the seven months past this year amount to 30,367,249 tons, as against 35,263,740 tons in the same period of 1905, the decrease being 4,896,491 tons.

The New River Collieries Co., which is sinking two shafts on the Crab Orchard coal property, at Wittenberg, West Virginia, is making good progress, and one of them will be completed by the first of the year, and the second by about April first. The capacity of the shafts, which will be three hundred feet deep, will be two thousand tons each, daily. Considerable interest is evidenced in the opening of this property, as to whether the nine-foot vein of New River coal to be mined will not be of a higher grade than has been obtained heretofore in the mining of the thinner veins nearer the surface. The depth and thickness of this vein would indicate a more regular deposit and free from any foreign matter. The town of Wittenberg, at this place, has become a reality, houses in sufficient numbers, a store, hotel, and other necessary buildings are nearing completion, in order to provide for the employes and their families. The company is also erecting a house to accommodate its officials when visiting the property.

The strike of the deck hands and firemen last week on the tug boats handling the railroad freight entering New York, which looked rather critical for several days, improved after the railroads realized the situation and secured outside men. Little delay had been caused to the movement of freight through a lack of help at the end of the week. Further trouble was averted on Saturday last, by a compromise on the wages asked, and a greater number of the men who went out on strike are back to work. Boats are moving now without any interruption. The demand of the striking employes for an increase of \$5 a month for second deck hands and \$10 a month for first deck hands, was settled on a basis of a flat increase in pay of \$5 a month, making their present wages \$55 and \$65 per month, respectively. This increase has been refused by both the Lackawanna and the Jersey Central, as they have been able to pick enough men to handle their boats. At a meeting held in Jersey City preliminary steps were taken in organizing a union, to be affiliated with the Marine Association, and it is stated that nine hundred men had signed the roll.

A traffic official of the Pennsylvania Railroad, speaking of the movement of freight over the system, a few days ago, said: "Traffic is increasing all over the system. The only difficulty to contend with is a scarcity of cars. Already the shortage has spread to many divisions and it is increasing daily, notwithstanding the fact that the new cars are being received at the rate of several hundred each week. The iron and steel business continues to increase in volume and every car available is being used in bringing the ore from the lake ports to the Pittsburgh district. The grain shipments are increasing, taking many cars westward to hasten the movement. The outlook, however, continues to grow brighter, and I look for one of the biggest winter's business in the history of the company, barring severe weather." It is this condition of activity that affects the coal trade, by creating a shortage in the supply of cars, which is already felt by operators, though probably not so much on the Pennsylvania as on the Baltimore & Ohio, which admits its supply of coal cars is short of the present requirements. This, however, is as yet only in a modified form, but as it becomes accentuated with the approach of the fall season, when business will naturally show a large increase, the situation will be more keenly felt, and it is not unlikely to develop many instances of distress.

C. J. Wittenberg, president of the Chesapeake & Ohio Coal & Coke Co. and the New River Collieries Co., New York, M. O. Brooks, Richmond, Va., Wm. Burlingham, Cincinnati, P. H. Burlingham, William McKell and John McKell,

who are large coal operators in the New River field, returned during the past week from a ten days' trip to the west and upper lake ports. The party were on a tour of inspection to view the trade conditions and to learn of the methods employed in the handling of coal at the lake ports, which plants are apparently much more modern than those used in the east. Their first stop was made at Chicago, where some time was spent to look over the situation, after which they left for Duluth and Superior, stopping at Milwaukee, St. Paul and Minneapolis, returning by steamer via Sault Ste. Marie to Detroit. Mr. Wittenberg was very favorably impressed by his trip, at the enormous developments which have been made in that country in recent years, and anticipates a large fall business from this territory. He also says, that their smokeless coal product on the prepared sizes, for shipment west, is practically all sold up, and prices have been advanced fifteen cents a ton. By the courtesy of the management and railroad officials, in showing them over the various coal and ore handling plants, giving such data as was desired, the party was highly pleased with their visit.

The New River Co., recently organized under the laws of West Virginia, is a new corporation, which has acquired a number of working mines and other coal lands in the New River coal fields. It controls twenty-five coal producing mines, and with its sub-companies owns and controls over fifty-five thousand acres of coal lands, of which thirty-two thousand acres are held by lease and about twenty-three thousand acres are held in fee. The operating mines are located in Fayette and Raleigh counties, just southwest of Thurmond, and their present output is said to be at the rate of two million tons annually. The various mines are connected with the Chesapeake & Ohio railroad, for shipments west and east to tidewater, and it is projected to extend the White Oak railroad, which it owns, for eighteen miles from the company's property to Mount Carbon, just below Deepwater, so that shipments can be made over the Deepwater-Tidewater railroad, when completed. This would also permit shipments of New River coal from the head of navigation on the Kanawha river, where the company owns nearly a mile of river frontage, thereby reaching all the river markets on the Kanawha, Ohio and Mississippi rivers. The officers of the company are Samuel Dixon, president; William A. Paine and Stillman F. Kelley, vice-president, and James W. Smiley, secretary and treasurer.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows: There has been practically no change in the freight market since our last report, the amount of tonnage offering still being very limited, and as the requirements of shippers are also limited, the freight market has accordingly not been appreciably affected.

We would quote freight rates by steamer as follows: \$1.30@1.40 to Havana or Matanzas; \$1.70@1.80 to Cardenas or Sagua; \$1.50@1.55 to Cienfuegos; \$1.55@1.60 to Daiquiri; \$1.60@1.65 to Santiago; \$1.65@1.75 to Colon; \$1.70@1.75 to Port of Spain, Trinidad; \$1.70@1.75 to St. Lucia; \$1.50@1.55 to St. Thomas; \$1.75@1.80 to Barbados; \$1.70 to Kingston; \$1.30 and port charges to Curacao, \$2.50 to Demerara; \$1.75@1.80 to Bermuda; 1.50@1.60 to Vera Cruz; \$1.50@1.60 to Tampico; 14s 6d @ 15s 6d to Buenos Ayres; 15s 6d @ 16s 6d to Rosario; 14@15s to Rio; 16@17s to Santos; 9@9s 6d to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$5.25 and discharged to Manila; \$5.75 to Japanese ports.

### Anthracite Coal At Tidewater.

The amount of anthracite coal at tidewater on July thirty-first was 533,735 tons, compared with 435,286 tons on June thirtieth, an increase of 98,449 tons.



### Western Retail Notes.

R. K. Stuart is going into the retail coal business at Herrold, Iowa.

The Federal Coal Co., of Detroit, Mich., has increased its capital stock from \$10,000 to \$15,000.

The City Fuel Co., Chicago, organized for the purpose of selling coal at retail, has been dissolved.

H. P. Faulin, of Hamilton, Ohio, is about to open a new retail coal yard on Baltimore street in that city.

Frank Erickson, the well-known retail coal dealer of Eveleth, Minn., has sold his yard and business to Mark Eddy, of Virginia.

Frank H. Latta, formerly postmaster at Battle Creek, Mich., has purchased an interest in the feed and coal business of William N. Dibble, of that city, the firm to be hereafter known as Dibble & Latta.

The Hartwell Coal & Feed Co. has been organized at Hartwell, Ohio, with a capital stock of \$10,000. The incorporators are Jay Brown, J. H. Feldt, George T. Barrick, W. P. Mertin and M. M. Beatty.

The Springfield Coal & Supply Co. has been incorporated at Springfield, Ill., to deal in coal and sand. The capital stock of the company is \$13,000 and the incorporators are John N. Murphy, James H. O'Brien and James J. Murphy.

The Sheldon Coal & Mercantile Co. has been incorporated at Clinton, Iowa, with a capital stock of \$5,000. The company will handle coal and wood at retail, and is incorporated by William H. Sheldon, James H. Sheldon and Allen Sheldon.

Greenville, Ohio, is one of the last towns in which a local branch of the state association has been organized through the instrumentality of Ford L. Cate, secretary of the Wholesale and Retail Coal Dealers' Association. The association has nothing to do with prices at which coal is sold, but it is doing a good work in placing the retail coal trade of the state on a cash basis.

The Sturgis Lumber & Grain Co. has been incorporated at Sturgis, S. D., to handle coal, lumber and grain. The company has a capital stock of \$25,000 and is incorporated by Henry Wyttenbach, Joe Meyer, C. P. Meyer, E. L. Carl, J. D. Hale and M. M. Brown, all of Sturgis. The officers of the company are Henry Wyttenbach, president; C. P. Meyer, vice-president, and M. M. Brown, secretary and treasurer.

The Topeka Coal Co. has bought the yards of the Chapelle Coal Co. at Seventh street and the Santa Fe tracks, Topeka, Kas., and will hereafter conduct it in connection with its own business. This is the second coal concern to be acquired by the Topeka Coal Co. recently. The Weir Coal Co. was bought out some time ago. The Chapelle yards will be used especially for handling coal for the Edison Co. plant.

The long contest over the awarding of the Cleveland, Ohio, school coal contract for the coming school year has at last been settled, the Cuyahoga Coal Co. getting the contract for furnishing between 8,000 and 9,000 tons of coal. The contract price, somewhat higher than a year ago, is: Stack \$2.08, nut \$2.33, lump \$2.77. The contract was let after an evaporation test of thirty-two samples of coal out of 500 pounds each submitted by the competing coal companies.

The Chicago, Wilmington & Vermillion Coal Co., Old Colony building, Chicago, has secured the contract to furnish the supply of coal for the schools of Winona, Minn., for the coming year at the following prices: Thayer lump coal, \$3.05 per ton, f. o. b. Winona; Thayer five-inch egg coal, \$3.05 per ton, f. o. b. Winona; Thayer worsted screenings, \$2.75 per ton, f. o. b. Winona. This price is from ten to twenty cents cheaper on the ton than the prices secured by the Winona school board last year.

### Eastern Retail Notes.

The Wertheim Coke Co., Jersey City, N. J., is erecting a large coal pocket at Grand street and Pacific avenue, that city. The company is also erecting a trestle which is to connect with

the trestle of the Junction railway, and which will be 400 feet long, 22 feet high and 21 feet wide. The cost is given as \$12,000.

The Phillips-Thompson Co., Wilmington, Del., is erecting a large and modern coal shed on its property at the foot of Fourth street. The cost of the shed will be about \$4,759.

The Bacon Coal Co. has been incorporated at New York, N. Y., with a capital stock of \$250,000, by J. M. Bacon, W. A. Pothier and G. W. Bacon, of Brooklyn, and Edward S. Slater, of New York.

The Hackensack Ice & Coal Co. has been incorporated at Hackensack, N. J., by Edward E. Bogert, James R. Haskell and C. V. Whitbeck, all of that city. The capital stock of the company is \$15,000.

The Fairport Lumber & Coal Co. has been incorporated at Fairport, N. Y., with a capital stock of \$25,000. The incorporators are James A. Wilson, Chicago; Samuel B. Spencer, Batavia, N. Y., and Harry H. Moore, Fairport, N. Y.

The Wilson Coal Co. has filed articles of incorporation at Boston, Mass., showing a capital stock of \$250,000. The company will handle coal and wood at retail, and is incorporated by Lucius P. Wilson, president; F. J. Lucey, treasurer; George H. Lucey, clerk.

Articles of incorporation have been filed at Norwood, Ohio, by the Union Contracting & Coal Co., showing a capital stock of \$15,000. The incorporators are Lewis Eyre, Harry B. Bridge, Charles H. Bateman, William H. Mellor, G. A. Brenner, W. C. Martzoff and H. E. Engelhardt.

The retail coal dealers on the east side in New York City have organized a union to fight the east side coal agents. One hundred and fifty retailers joined the union and it is predicted that the 1,200 coal dealers of the east side will be members of the new union before many days. The coal dealers claim that the agents have been preventing them from making living profits and they mean to freeze out the agents through a general competitive war.

Edward I. Rice has awarded the contract for the erection of a coal pocket on South Salina street, Syracuse, N. Y. The excavating has been started, and Mr. Rice proposes to have the work completed by October fifteenth. The structure is to be of reinforced concrete, the Kahn system being used. The building is 30 feet wide by 116 feet long and 51 feet high. It will have all modern appliances for handling coal, and its capacity is 1,500 tons. The D., L. & W. Railroad Co. has made a survey for a switch which will be run from its main track to the coal pocket for the handling of coal cars.

### Southern Retail Notes.

The East Tennessee Coal Co., Knoxville, Tenn., has been awarded the contract for furnishing the city of Knoxville with a year's supply of fuel.

J. S. Huddleston, who recently resigned the position of manager of the Southern Coal & Coke Co., Lexington, Ky., will be succeeded by William R. Snyder.

Fire of unknown origin destroyed the coal and wood yard of J. W. Courtney, Newport News, Va., a few days ago, the total loss amounting to about \$10,000, partly covered by insurance.

The Mt. Ranier Coal & Ice Co., Alexandria, Va., has been incorporated with a capital stock of \$10,000. The incorporators are W. T. Kerfoot, president; J. A. Klinger, vice-president, and Murray Sands, secretary and treasurer.

T. R. Ford, H. W. D. Ford and G. L. Baker, of Augusta, Ga., have organized a company at that city which will conduct a general retail coal and wood business. The company has a capital stock of \$2,500, divided into shares of \$100 each.

George S. McCullough, who died August third in Baltimore, Md., was the son and business successor of the late J. G. McCullough, who for nearly fifty years conducted the retail coal and wood business at Park avenue and Fayette street, Baltimore.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Pennsylvania Fuel Co. has been incorporated at Youngstown, Ohio, with a capital stock of \$25,000, to mine and deal in coal, clay, stone, etc. The incorporators of the company are George F. Battinger, T. J. McVey, C. W. Justice, W. M. Owsley and Horace T. Smith.

The Diamond Coal Co. has been incorporated at Coin, Iowa, to prospect for and mine coal or any other minerals that may be found. The capital stock of the company is \$15,000, one-fourth of which is paid up, and the incorporators and officers are John Haisch, president; C. S. Butchertel, vice-president, and M. Gauss, secretary and treasurer.

Articles of incorporation have been filed at Veedersburg, Ind., by the Veedersburg Coal, Oil & Gas Co. The capital stock of the company is \$10,000, and the directors are J. M. Bonebrake, Perry Glasscock, Fred S. Purnell, D. H. Wallace, John W. Cronk, S. J. Purnell, William Marquis, Frank W. Coats, Albert J. Gossett and Charles M. Berry.

#### General Western Coal and Coke Notes.

The coal dock laborers' strike which last week threatened to tie up all the docks at Superior, Wis., has now been completely settled and the men have returned to work.

The mining property of the Petersburg Coal Co., near Plano, Ill., was destroyed by fire a few days ago, the total loss being \$10,000. Shot firers who were in the mine at the time the fire started escaped without injury through the air shaft.

At a meeting held in Topeka, Kas., the creditors of the C. J. Devlin estate took action authorizing the trustees to sell by public auction all of the properties in Kansas, Missouri and Illinois. The sale will take place in thirty days, as that length of time is required for publication. The value of the property is estimated at \$600,000.

To improve the dock property recently acquired by the city at Superior, Wis., will require approximately \$50,000. This is an estimate of the cost of the work to place the property in shape for the landing of boats and the handling of freight and passenger traffic. The report of the cost was compiled by the city engineer. It remains for the council to provide funds to build the dock.

Seven leads have been opened by the American Coke & Carbon Co. to the coal vein in Riley canon, near Trinidad, Colo. Two are being worked and as soon as men can be secured the other leads will be put into operation. A camp that is being built by the company will be the largest and one of the most complete in the county. The coke ovens will be put into operation by September first.

Prof. Charles U. Gould, of the Oklahoma State University, who is conducting a geological survey in the oil and gas regions of the new state, has just run across a vein of workable coal in the Cherokee and Creek Nations which bids fair to become one of the most important coal veins in the state. It runs from twenty to forty inches in thickness and is known to underlie several hundred square miles of country.

The coal miners of the West Virginia Panhandle, which constitutes a large part of the fifth Ohio district, are said to be preparing to split from the national miners' organization on the ground that they were badly treated in the recent strike. They say that the national officers ignored the opportunity to settle the strike in West Virginia and played a waiting game in order to favor the eastern Ohio miners. About 5,000 men are affected.

The Decatur Coal Co. has been making some extensive improvements at its various plants. The firm has been spending about \$15,000 in improvements at shafts No. 1 and No. 2 in Decatur, Ill., and at the Niantic mine, and the work which has been done is of a nature that will help the miners and also enable the company to produce a better grade of coal. Probably the most important improvement has been made in the installa-



tion of the shaker screens and new coal chutes at all three of the mines, instead of the gravity chutes formerly in use. The new system has required the installing of two new engines at the new shaft and the hoisting engine has all been overhauled. In fact, the mines are being put in first-class shape. Another important improvement which the company is making is for the sole benefit of the miners employed. Wash rooms are being constructed, fitted with baths and showers, and a private locker for each man.

A. C. Veatch, of the geological survey, and a party of assistants, are platting the coal fields in the vicinity of Saratoga, Wyo. The fields are among those withdrawn from entry by order of President Roosevelt, and if the Veatch investigation sustains the claim that they are more valuable for coal than for other purposes they will be permanently withdrawn from entry. The Veatch party is carefully locating all outcroppings of coal and coal formation, noting the thickness of veins, their trend, etc.

According to both railroads and coal shippers, during the last ten days of July a new record for coal receipts for the ports in the Cleveland district was made. One railroad asserts that its shipments through four ports along Lake Erie were by far the heaviest on record. This movement compares with a fair movement for the first part of the month and with almost absolute stagnation during the month of June. The shipments for the month of May were about the same as those of June.

The Duncan Run Coal Co. has purchased 694 acres of coal land in Muskingum county, Ohio, from James P. Cummiskey, James D. May, Frank A. Robertson and John V. Sheenan, of Detroit, the consideration being between \$18,000 and \$20,000. The purchasing company owns and operates mines in and about Camelmville. They have been the owners of a number of pick mines, but have just let a contract for the installation of an electric power plant, that their properties can be operated with electrical machinery in the future.

The Dorr Run Coal Co., which was recently incorporated by Columbus and New Straitsville, Ohio, men, with a capital stock of \$100,000, has purchased 862 acres of undeveloped coal lands near Carbon Hill for a consideration of \$115,000. The tract is situated west of Monday creek and is considered one of the most valuable undeveloped coal properties in the Hocking Valley, outside of those owned by the large companies. Engineers who have examined the property state that it contains a square mile of coal, running from six to seven feet in thickness. Frank Jennings, a civil engineer of Columbus, is now establishing land and working crop lines and development work will begin at once.

At a meeting of a number of representatives of large tracts of coal lands in Belmont county, Ohio, and James R. Throckmorton, special agent for the Waynesburg Coal Co., a deal was closed whereby the company comes into possession of 7,000 acres of the richest coal producing lands in that county. From \$18 to \$25 an acre was paid, and, with other considerations, the company is investing at least \$500,000 in the deal. A drilling test shows that there is an average of five feet eleven inches of clear coal, and it is recognized as a No. 8 seam. The western boundary of the tract extends to within one mile of Barnesville, while on the east it runs to the Capitina mines and within a short distance of the line of the Baltimore & Ohio Railroad Co.

The incorporation of the Highland Coal Co., with principal offices in Wheeling, W. Va., brings to light the real purchaser of the property of the Manufacturers' Light & Fuel Co., for which a deal was concluded the last of July, as noted in THE BLACK DIAMOND at the time. The company was incorporated to acquire coal lands, lease and operate same, mine and ship coal and coke, and conduct a general merchandise business, etc. The incorporators are J. C. McKinley, of the McKinley Coal & Coke Co.; N. C. Hubbard, H. B. Lockwood, H. S. Reppart and Dr. N. A. Haning, all of Wheeling. The capital stock is \$200,000, practically all of which has been subscribed. It was the general impression when details of the deal first became known that the Fairmont Coal Co. was financing the project, in a primary move to get a foothold in eastern Ohio. That impression prevailed until it was ascertained upon

unquestionable authority that the stock is all in the hands of Wheeling people. While the exact consideration was not given out, it is understood to be in the neighborhood of half a million dollars. The property consists of between five and six thousand acres in the No. 8 seam. One well equipped mine, employing over 400 men, is already in operation, and the second mine is almost ready. This mine will be even more costly and better equipped than No. 1, and will employ an equal number of men. It is located at Glencoe, nine miles west of Bellaire, on the main line of the Baltimore & Ohio railway. The property was originally owned by the Weaver Coal Co., whose principal operations are now in Barbour and Randolph counties. About a year ago the Manufacturers' Light & Fuel Co., financed by Pittsburgh capitalists, took over the property.

By reason of the commencement of suits by the federal government against the Utah Fuel Co. and against the Pleasant Valley Coal Co., United States Senator Sutherland, whose law firm represents these corporations, has withdrawn from the partnership. In so doing he says in a card to the public: "I have retired from the firm with very great personal regret, for the sole reason that certain actions have been brought against two of the regular clients of the firm, and it is said that others are about to be brought on behalf of the United States to cancel certain coal land entries. I know nothing whatever as to the merits of these controversies, but I have considered that I can not, with propriety, represent a litigant whose interests are adverse to those of the government, and I do not feel justified in asking my partners to decline to take perfectly legitimate business for a regular client on my account."

"Instead of giving rebates the railroads now manipulate their tariff schedules," declared A. B. Stickney, president of the Chicago Great Western railway, at a hearing last week before the Minnesota state railroad and ware house commission. "I have called the attention of the interstate commerce commission to the fact that the constant filing of new tariff schedules by the companies ought not to be allowed. The manipulation of these tariff schedules by the railroads has taken the place of rebates." The discussion of the temporary character of the freight schedules now in effect all over the country was precipitated by Mr. Manahan, counsel for the Minnesota Shippers' Association, asking Mr. Stickney if it were not true that coal was often carried between Chicago and St. Paul at less than the published rate of ten cents. Mr. Stickney admitted that this was true, and on being asked when, replied: "Oh, that takes place when the boys get gay."

George G. Hadley, formerly of Toledo, and at one time a well-known coal merchant of this city, has filed a petition in bankruptcy in San Francisco, in which city he is a resident, having been appointed western agent of the Vulcan Iron Works of Toledo to handle the steam shovels made by this concern in the territory west of the Mississippi. The application in voluntary bankruptcy was evidently made for the purpose of cleaning up his old coal obligations in West Virginia preparatory to starting anew in California. A dispatch to the *Toledo Blade* from San Francisco says: "George G. Hadley, one time partner of Senator Stephen D. Elkins, Richard B. Kerens, Bishop of West Virginia and Henry Gassaway Davis, candidate for vice-president on the Parker ticket, filed an application in bankruptcy yesterday. He states that his liabilities amount to \$24,540. The better portion of this amount is represented by indebtedness to the Tarrytown National Bank, of Tarrytown, N. Y. The papers in the application declare that the applicant is a co-partner with the named parties in 26,000 acres of coal lands in West Virginia that were purchased some twenty years ago for the sum of \$300,000. He declares that it has been impossible for him to realize upon the property, in which he holds one-eighteenth interest, and which has increased in value tenfold since the purchase was made."

### Eastern Coal and Coke Notes.

#### New Eastern Enterprises.

The Narragansett Coal Co. has been organized at Portland, Maine, for the purpose of owning, operating and dealing in coal and other mines. The capital stock of the company is \$3,000,000,

of which nothing is paid in, and the incorporators are: President, James E. Manter, Portland; treasurer, Clarence E. Eaton, Portland.

Articles of incorporation showing a capital stock of \$20,000 have been filed at Port Carbon, Pa., by the Salem Hill Coal Co.

The Three Forks Coal Co. has filed articles of incorporation at Philadelphia, Pa., showing a capital stock of \$150,000. The new company will engage in all kinds of mining.

#### General Eastern Coal and Coke Notes.

George H. Girty, geologist of the United States Geological Survey, will make a study this summer of the Devonian-Carboniferous beds of Pennsylvania and New York.

A tract of 3,534 acres of coal land in Wayne, Gilmore Center, Jackson and Morgan townships, Greene county, Pa., has been sold by Jasper Augustine to James R. Barnes, of Uniontown. The consideration paid for the land was half a million dollars.

Coal works, the value of which when completed will be \$250,000, is being erected at Logan's Ferry, near New Kensington, Pa., by the Kensington Coal & Gas Co. Twenty-five acres of river frontage have been purchased and arrangements are now being made for the sinking of a shaft.

After having the collieries closed since last February by a strike, Jermyn & Co. threw open the colliery gates at Old Forge, Pa., and invited non-union men to work. A considerable force was secured. Superintendent Jermyn recently reached an agreement with the union men, but they refused to return to work until he had signed an agreement. Declaring they were not a responsible body, he refused and the strike continued.

Because some of the driver boys at the Clinton mine of the Delaware & Hudson Co., at Vandling, near Carbondale, Pa., wanted to take a day off to go to the picnic of the Vandling drum corps, Saturday last, and the company didn't approve of the proposition, discharging five of the drivers when they reported Monday and refused to reinstate them, all of the drivers went on strike yesterday. As a consequence the mine was forced to shut down, throwing nearly a thousand men and boys out of work. The operating company had already granted the men one whole day and two half-day shut-downs within a week, and thought that this ought to be sufficient. A week of idleness intervened before work could be resumed.

Fire, entailing a loss approximating \$100,000, totally destroyed the boiler house at the Philadelphia and Reading Coal & Iron Co.'s Pine Knot colliery, near Heckescherville, at noon recently. The roof of the large water tank at the rear of the boilers was also burned off. The new engine house, located near the boiler house, was not damaged. The breaker was never in danger, being a considerable distance away from the scene of the fire. The boiler house contained six large Wickes water tube boilers, having a capacity of 250 horse power each, and two 16x18 air blast fan engines and one 12x18 scraper line engine. The boiler equipment at Pine Knot was one of the most up-to-date to be found in the coal region. The boilers were of the stoker type, the fuel being fed automatically by a scraper line and other mechanical contrivances, so that no firemen were necessary. The only employe about the boiler house is a watchman, whose duty it is to see that the machinery is in working order.

Contracts have been awarded by the W. G. Wilkins Co., of Pittsburgh, for a large steel coal tippie for the Davis Colliery Co., at Copen, W. Va., on the line of the Coal & Coke railroad. The capacity of the tippie will be 4,500 tons a day. It will be wide, have three dumps and seven railroad tracks underneath. The contract for the steel work has been awarded to the Pittsburgh Bridge & Iron Works, and the tippie equipment to the Phillips Mill & Mine Supply Co. The Wilkins Co. has also placed orders with the Connellsville Manufacturing & Mine Supply Co. for cages, sheaves, etc., for the two mines of the Crab Orchard Improvement Co. near Beckley, W. Va., where two shaft mines are being opened; one on the Deep Water railroad and the other on the Piney Creek branch of the Chesapeake &



Ohio railroad, the shafts being about 420 feet deep. Plans are also being prepared by the Wilkins Company for a large steel tippie for the Penn-Mary Coal Co., near Heilwood, Indiana county, Pa., which will be of about the same size and capacity as the Davis tippie.

The Lehigh & Wilkesbarre Coal Co. has begun preliminary work on what bids fair to be one of the greatest mining undertakings in the region of Wilkesbarre, Pa. The company holds the coal rights for all the coal from South Wilkesbarre to Sans Souci Park, a distance of four miles, and over a couple of miles in width. Only one company approaches near the Lehigh & Wilkesbarre, that being the Parrish Coal Co. at Buttonwood. It has been admitted by expert mining men that the tract of coal which is now about to be worked is without doubt one of the most valuable in the anthracite regions, and may take fifty years, if not more, to mine. It is the intention of the company to start the work of sinking the shaft at once and after this is completed the work on the breaker will be started. It is the intention of the company to make this breaker the largest of its kind in this region, and to try and supplement the use of men in every possible department by electricity. The new workings will extend from South Wilkesbarre to San Souci Park, and a settlement for the workmen will be built near by. The new breaker will be in reach of the Pennsylvania tracks and also the Lehigh Valley and Central railroad tracks, and will be in a position to run lines to any important railroad. It is expected that the work of sinking the shaft will be started within the next few weeks and when this is under way the plans for the breaker will be started.

In speaking of the policy of the Lehigh Coal & Navigation Co. in regard to the operation of the Lehigh canal, an official of the company says: "The management is endeavoring to make all the money possible out of the canal and has been shipping as much coal as the unfortunate circumstances of the past few years have permitted. In 1901, 1902 and 1903 there were numerous floods and washouts and the strike of 1902 affected shipments. Last year there were floods and this year the strike delayed the open-

ing of the canal until May. The canal is in better condition than it has been in the history of the company. For the past twenty years all repairs have been made on a more substantial and permanent basis and it is in splendid condition and the cost of maintenance is diminishing yearly. Last year about 200,000 tons of coal were shipped over the canal. In 1900, the last fairly prosperous year, over 800,000 tons were shipped, comparing with about 1,500,000 tons many years ago, which was the record year. The present year will not show very much improvement over recent years, because two months of the best season were lost, owing to the strike and the late opening. Forty-three thousand tons were shipped this year up to July first, and shipments are now active. It has been a difficult matter to resume large shipments after several years of inactivity for several reasons, one of which is that the boat crews have gone into other work and it is hard to get experienced men.

"Another point not always considered by those who criticize the management of the canal is that the anthracite coal market is limited and practically all the coal brought over the canal, other than that used along the line, is consumed in Philadelphia, because it is not practicable to reship from here to other points."

The Great Scott Coal Co. is planning to transport coal from their mine at Jimtown across the river by means of huge buckets, running on a cable. The plan was evolved by Mr. Alexander H. Tait, the principal stockholder of the company and the general manager and superintendent of its mining operations, who has the opinion of several expert engineers, all of whom regard the scheme as practicable. The opening of the mine is more than one hundred feet above the level of the river. At the present time the coal is dumped from the tippie into barges and carried across the stream to the railroad in this manner. The operation of the mine has been profitable even under such unfavorable conditions as these, and Mr. Tait believes that the use of cables and buckets will greatly cheapen and facilitate production. Across the river from the mouth of the mine a hill arises to a height of

more than one hundred feet above the river. By building a pier on each side, and anchoring the cable deep in the stone, immense loads of coal, weighing from three to five tons, can be carried across. Between the Baltimore & Ohio Railroad and the bank of the river there is a level table of land, where there is ample room for the construction of a tippie and siding. The buckets will be pulled into this tippie by electric motors and dumped into the cars on the siding below. With the cables installed, it will be necessary to equip the mines with new electric mining machinery and this will be done. The opening of the mine will be above the coal, and it will be drawn to the mouth by means of electric motors. In the first place, the owners considered a scheme for transporting the mine cars on the cable, but this was abandoned, as the cars themselves would add an unnecessary weight to the load. The cable is at such a distance above the railroad and the river that it will in no way interfere with traffic. The Baltimore & Ohio has never been thought to be favorably inclined toward the development of the coal on the west side of the river, and the failure to mine the mineral riches of the Pittsburg vein has retarded development in this section. The Great Scott Coal Co. has been a pioneer in the business, and has received reasonably fair treatment from the railroad. In view of the great agitation and legislation, it is not likely that the railroad will make any effort whatever to block development.

The last two headings of the Consolidation Coal Co.'s drainage tunnel, the greatest engineering feat ever undertaken in the coal mining region, have just been completed, and the tunnel will be placed in use within the next two weeks, when the water that for years has been pumped from the mines into the Georges creek, forming the greater part of that stream, will be brought down the other side of the mountain to the Potomac at Cumberland, Md., instead of emptying into the river at Piedmont. In fact, it will make a subterranean stream two miles long drain the mines into streams that will flow into Wills creek at the far end of the narrows and from there into the river at Cumberland. The drainage tunnel has been driven principally to drain Hoffman

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and Eckhart mines and will uncover a vast area of coal in that region which it has heretofore been impossible to work on account of the heavy flow of water, which even the immense pumping stations of the company have been unable to carry off. Four headings were driven—one from the end of the tunnel at Hoffman mine, one at the outlet at Horseshoe Bend, on Preston Run, near Clarysville, and a shaft was sunk 175 feet deep midway between the Hoffman workings and the tunnel, driven both directions to meet the ends, thus rushing the work and keeping four faces driving at once. The tunnel was commenced in November, 1903, and is a little over two miles in length on a one-third per cent grade, making the outlet forty feet lower than the point where drainage will begin, but sufficient for adequate flow. The tunnel is perfectly straight, excepting a turn of eighteen per cent 400 feet from the mouth. It is eight feet high and eight feet wide, and the engineering work was so perfectly done that when two of the headings came together last week it was found they were not three inches out of place, and the two headings just completed met by a still closer margin. The tunnel taps Hoffman mine at its lowest point, also the lowest point of the big vein seam of the region, and crosses several of the lower seams. The drills were run by compressed air, which served also to ventilate the tunnel. Nothing remains now to be done but the cleaning up of the bottoms and timbering. The large steam pumps at the bottom of the new shaft will then be closed down. Tunneling will be continued between Hoffman and Eckhart mine, a draining heading and ditch

started to tap the Carlos mines, which lie two miles from the upper end of the tunnel, and portions of Ocean mine will be drained. The old Borden property will also eventually be drained through this tunnel, making accessible many acres of coal which lie under water. The value of the tunnel will not only be felt by the Consolidation Coal Co., but also by hundreds of miners who are now working in wet places or are often thrown out of employment by high water. The Consolidation Coal Co. and surrounding properties of other companies will soon be able to do away with their immense pumping stations, which not only cost large sums, but which are operated at a cost of thousands of dollars annually. The engineering was done by the engineering department of the company, H. V. Hesse, now superintendent, chief engineer, and the work was done by Philip Jenkins & Sons. The draining of the mines by this process will at certain seasons of the year make Georges creek, which drains the entire mining region, almost a dry stream, will eventually divert an immense volume of water toward and through Cumberland by way of Braddock Run and Wills creek, and will bring the much talked of sulphur water of the mining region into the river at a point far below the intake of the Cumberland waterworks.

### *Southern Notes.*

The Arkansas Anthracite Coal Co., Little Rock, Ark., which owns 14,000 acres of semi-anthracite coal lands in Logan county, is making arrangements to sink shafts for the development of the

property. The officers of the company are H. L. Remmel and J. A. Trawick.

The Gray Eagle Coal Co. has been incorporated at Birmingham, Ala., to mine coal and other minerals. The authorized capital stock is placed at \$20,000, of which amount \$8,000 has been paid in. The officers and directors for the first year are the following: G. M. Bowers, president; H. W. Perry, vice-president and general manager, and T. B. Perry, secretary and treasurer.

The Terry Coal & Coke Co. has opened a five-foot vein of what is claimed to be the finest coal ever found in western Kentucky on their property near the railroad north of Empire, and now have a large force of men shaping the mines and pushing the work, preparing for shipping coal as speedily as possible over the Louisville & Nashville railroad.

John B. Caldwell, former treasurer of the Inman, Va., operations of the Virginia Iron & Coke Co., who was arrested a few months ago, charged with having stolen upward of \$15,000 from the company, has been sentenced by the circuit court at Wise, Va., to several years in the penitentiary. Caldwell pleaded guilty and threw himself upon the mercy of the court. Soon after his arrest he reimbursed the company for every cent he had stolen.

A deed has just been placed of record transferring all of the land of the North American Coal & Coke Co. in the neighborhood of Sparta, Tenn., to the Bon Air Coal & Iron Co. The consideration mentioned in the deed is \$88,605, which is said to be at the rate of \$15 per acre.

This is a valuable tract of land and will prove quite an addition to the already valuable holdings of the Bon Air Coal & Iron Co., which are among the largest and most valuable in the south. The Bon Air Co. is now having registered a mortgage on all their property to secure the insurance of one and a half million dollars of improvement bonds, the New York Trust Company being named as trustee. It will require several weeks to record this.

The properties of the Obey River Coal Co., located on the Crawford branch of the Southern railway, seven miles from Monterey, Tenn., have been leased to F. J. Fuller, of Nashville, and E. L. Hampton, of Tracy City, on a royalty, and will be extensively developed. The new owners propose establishing general offices in Nashville, and handle the business of all their properties from that city. They represent something over \$2,000,000 worth of coal properties, and when consolidated it will be one of the largest companies in the south, excepting the Bon Air Co. and the Tennessee Coal, Iron & Railroad Co. Mr. Fuller and Mr. Hampton are the parties who recently purchased the interest of the Tennessee Coal, Iron & Railroad Co. in the Tracy City mines. They are already very large coal operators, and propose to be one of the largest in the country. The Obey River properties belong to a company of Nashville capitalists, of which R. M. Dudley is president. It was recently reorganized, and the capital stock increased to \$750,000. Some additional stock was sold, but all the stock has since been taken off the market. The Obey River Coal Co. will continue to own the property, but it will have only a royalty interest in it.

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★★★

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## General Review of the Markets.

The intense heat of the past week had a direct and controlling effect upon the coal markets in almost every section of the country. The prevalence of the hot wave has been general, causing disinclination on the part of every one to do any work or transact any business which could be postponed. Reports from almost every important center show a minimum of activity. Actual trade conditions have not been affected in any vital way, prices not having fallen off nor despondent views of the future created. The effect has been equally strong upon the dealers and upon consumers, the latter having no inclination to buy, and the former being equally loathe to work for business. With a decided change in the temperature all reports indicate a general revival of activity as being probable.

The steady absorption of anthracite on the Atlantic seaboard throughout the summer months seems finally to have resulted in all but complete stocking up of this market, until a point has been reached where there is no storage room remaining available. The consuming public not having yet commenced to buy to any appreciable extent, the distributing agencies are simply compelled to cease the accumulation of stocks until such time as present supplies become depleted. Unless a sudden and heavy demand should develop on the part of consumers, no material change from the present state of dullness can be looked for on the seaboard much if any before the first of October.

In Chicago and vicinity the anthracite trade is at its lowest ebb; in fact, there is no anthracite business, and a similar condition is reported from other western centers. The sole exception to this statement is Detroit, where the last week has shown a decided increase in demand, both by the local trade and throughout that portion of Michigan which obtains its supplies from the Detroit offices.

Despite these reports of stagnation from many widely scattered centers of trade both east and west, the general condition of the anthracite trade is indicated by the maintenance of a steady volume of production and the ready absorption of the product is fairly strong and shows practically no reduction from the two previous months. A large portion of the output must therefore be forwarded to dealers in the smaller cities and towns and to remote points, which are seeing the wisdom of laying in adequate stocks in advance of the rush of business which can not, in the nature of things, be much longer delayed.

Apart from such shipments as those just indicated, each in itself comparatively small, but large in the aggregate, the only important buyers of anthracite at the present time are the operators of the upper lake docks. During the past week forwarding from Buffalo to these consignees aggregated over 104,000 tons, of which it is noticeable that over 77,000 tons went to Lake Michigan ports, as against 27,000 tons to Lake Superior ports.

Very little real trouble has as yet been experienced in securing reasonably prompt delivery of anthracite shipments, but enough delay has already occurred to indicate that a very slight increase in requirements of other industries will have a serious effect, and this may be expected as soon as the crops begin to move, as box cars will then be in demand for both classes of freight.

### Increased Eastern Demand for Bituminous Coal.

So far as any activity has been apparent on the seaboard during the week it has been due to a slightly increased demand for bituminous coal, particularly for certain special grades. This demand has not been developed from any one well defined source, but has been due to a multiplicity of scattered orders, stimulated, it is believed, by the desire to take advantage of existing prices because of an expectation that an advance in quotations is about to take place. Railroads carrying bituminous coal to the Atlantic ports are much more congested than the anthracite carrying roads, so that delays due to a shortage of cars have been a more frequent occurrence. Buyers are at last waking up to the realization of the fact that a serious ear famine will soon be due, and so are showing an increased disposition to replenish their stocks in advance of its occurrence.

Another added element of strength to be noted is the steadily increasing shipment upon contract. At the present rate of progress this class of business will soon be taking its full monthly allotment.

While there is some movement in the coastwise trade, the business which is taken care of in this way is more backward than usual, with the possible exception of ports along Long Island sound, to which there is a fair movement. Vessels are in good supply, with rates remaining unchanged. The exportation of coal to foreign markets, especially from the port of Baltimore, continues to be satisfactory, both as to volume and as to prices obtained. The larger part of this exportation is to Mexico, with Fairmont coal as a favorite, but considerable shipments are made to other places, especially to San Francisco and on government account to Manila.

Retail business throughout the east, both on the coast and at interior points, is reported as being of the very lightest, but with indications here and there which seem to show that business will revive shortly.

### Great Volume of Business in Pittsburg Region.

So far as there is any complaint concerning business in the Pittsburg region it pertains not to demand or to prices, but to embarrassments in operation and delivery. The exceedingly heavy demand for all varieties of coal produced in southwestern Pennsylvania, West Virginia and Ohio continues without abatement, and if anything, is increasing both in volume and in urgency for rapid delivery. Under such circumstances the scarcity of labor is most aggravating, curtailing operation at a time when curtailment means a loss of otherwise available business.

For this reason the progress toward the existence of an absolute ear famine is much more advanced than elsewhere, the list of roads unable to meet the demands for cars receiving accessions almost every day, and this notwithstanding the fact that some of these roads have added very largely to their rolling stock.

Although the Pittsburg harbor was very nearly cleared of loaded barges at the time of the rise in the river stage a fortnight ago, the amount of coal afloat is again very large, and shippers engaged in the river trade are therefore watching anxiously for signs of another rise in the river sufficient to permit of another shipment to lower-river markets.

The number of strikes in progress at or near Pittsburg has been increased to three, but in each case the cause is some specific misunderstanding between the operators of the mine and their employes, so that no fear is entertained of labor troubles of sufficient extent to cause general embarrassment.

The only material changes in prices current during the week, or expected in the near future, are in quotations on Youghiogheny, Hocking and West Virginia smokeless and splint coals. The one noteworthy advance during the week has been one of twenty-five cents on these descriptions for delivery by way of the lakes at western and northwestern docks.

All-rail prices on these descriptions, with one or two exceptions, remain unchanged, but it is thought that by September first quotations for such shipments will be adjusted to correspond to the advance already made for dock coal. Whether changes in the September circular will be limited to such adjustments, or whether further advances will be made, has not yet been announced.

Throughout the central west the heat has been especially intense and oppressive during the past week, causing stagnation of all business just at a time when there was reason to believe that a noticeable gain in the condition of the coal market would be made. The cause of the existing dullness being such that every one could readily feel it, no disheartenment has been caused, and almost everybody in the trade is expecting a decided improvement in business as soon as the hot weather is broken. Except in screenings, Illinois and Indiana coals are showing more firmness than for many weeks past, this condition being directly promoted by the fact that there is very little demurrage coal on the market of any sizes except screenings.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, August 23.

The long continued period of excessive heat is charged, probably with good reason, with being the cause of delay in the expected revival of activity in the Chicago coal trade. The sales of the week in all lines have been very light, probably as little business having been transacted as during any single week of the entire summer. No one, however, seems to be in the least disheartened by this fact, regarding it as the only condition which could be expected with the temperature remaining high and stationary. The outlook for an early improvement is good. The volume of inquiries has greatly increased since our last report, some dealers stating that they are receiving five inquiries where they received one a week ago.

#### Market in a State of Transition.

Apart from the depressing effect of weather conditions, the chief cause for the small volume of actual sales, just at present, is to be found in the fact that the market is now in a transition state from lower to higher prices, causing apathy on the part of both sellers and buyers, though for different reasons. With an advance pending, dealers are not anxious to accept business at the old prices and are not pressing for business as they were a short time since. Circular prices of some descriptions have already been advanced and even where this has not yet taken place, dealers are holding much more stiffly for the former circular prices; that is, they are refusing to grant the discounts which were given freely earlier in the month.

Buyers, on the other hand, when prices begin to stiffen, naturally hold back in the hope that the advance is only temporary and that by delaying they will be able to secure the old terms. Only the lapse of a little time is necessary to remedy this state of affairs, for prices will soon become settled on the newer basis so that the trade will be ready to recognize the new conditions as prevailing and resume buying accordingly.

In some quarters the conditions of trade in outside territory are reported as showing decided improvement, but in other quarters the same apathy which is found in Chicago is equally prevalent. Reports from upwards of seventy-five customers of one jobber scattered through three states indicate that about ninety per cent of them will not be in the market before the middle of September and forty per cent of them not before early October.

#### The Question of Car Supply.

Unless a considerable proportion of the people who are thus holding back from stocking coal experience a decided change of purpose soon, they will undoubtedly find themselves in an unpleasant predicament when they do get ready to place their orders. We make this statement advisedly, as there is every ground for the conviction that the car shortage already prevailing on some roads is only in its infancy and that another month will develop such a stringency in the car supply that orders will be filled with difficulty and very slowly. This prediction is based, not merely upon the statements of coal men who might be suspected of promulgating the idea to help trade, but is based upon information from independent and impartial sources, in all parts of the country. The chief coal-carrying roads are putting forth unusual efforts to gather in their coal cars scattered upon foreign lines, and are urging upon manufacturers the necessity for rapid de-

livery of new cars due upon outstanding orders and in every way are making the most strenuous efforts in preparation for the fall traffic.

Traffic managers state, however, that with everything done that can be done, they expect to have the greatest difficulty in supplying even a fair proportion of the demands for cars from the various industrial interests upon their lines, and predict that no industry can be taken care of with promptness and dispatch. Coal carrying, being one of the least remunerative class of freight, will suffer first, most and longest. One traffic manager today stated that those who are wise would lay in their supplies of coal before the fall movement of crops begins.

Reference was made in this column last week to the preparations being made by the Illinois Central system for the coming car famine. As was then stated this railway company has taken up systematically and in detail the question of car distribution with the purpose of arriving at a method whereby all mines located upon its lines should receive equal and just treatment. As a result of the series of conferences with operators held last week a complete system of car distribution has been determined upon, and is being put into effect.

It is stated that out of a hundred and sixty-four operators concerned in the matter, all but three expressed themselves as fully satisfied with the plan adopted. This is certainly a noteworthy showing, and speaks well for the plan in advance. Its practical working out, therefore, under trial, will be watched with much interest. The details of the plan as adopted are given in full in another column of this issue of THE BLACK DIAMOND.

#### Protracted Apathy in Anthracite.

The expected radical improvement in the western anthracite market confidently predicted for August by the western sales agents of the anthracite producers has absolutely failed to materialize. It is probable, from the business transacted thus far during the month, that the total sales for August will fall far below those of the corresponding month in previous years. One sales agent accounts for this condition as springing directly from the effect of the sudden change in prices for May delivery as compared with those for April delivery. As will be remembered, on May first there was a drop of forty cents. Retail dealers who had purchased heavily at the April price were unable to secure an adjustment to concur with May prices and found themselves heavily loaded with coal which, if sold at the usual summer rates, would net them a loss. Dealers who had not purchased in April, but who bought at May or June prices, saw in this condition of affairs an opportunity to make some additional profit and at the same time to perform a kindly act toward those who had been caught. The result has been a quite general maintenance of retail prices throughout the summer on a winter basis. Consumers, finding that early buying would not give them any material advantage in price, have postponed stocking for the winter.

As a result the bins of the retailers, which normally would by this time have been cleaned up from their earlier stocking, are still well filled and hence the volume of the August wholesale trade is reduced as noted above.

#### Advance in Eastern Bituminous.

Eastern bituminous coals are, for the most part, sharing in the temporary dullness caused by the hot weather so far as concerns the

local trade. The western market for these products is, however, sustained with undiminished firmness, supported as in the past by the demands of the dock business. The vessel supply is practically as restricted as for some weeks past. Vessel owners are not much tempted by the existing standard tariff for coal carrying and shippers in urgent need can only secure charters, unless previously contracted, by payment of a premium.

The continuance of this stringency in the vessel supply has at last had its effect upon quotations for coal delivered at upper lake docks. On Monday, August twentieth, a new circular went into effect showing an advance of twenty-five cents per ton on most descriptions. The new prices for present shipment, subject to change without notice and the usual conditions of sale and shipment f. o. b. cars Duluth, Superior and Milwaukee, are as follows:

Hocking—Screened lump .....	\$3.55
Hocking—Dock run .....	3.15
Hocking—Screenings .....	2.15
West Virginia domestic splint—hand picked .....	3.80
West Virginia steam and gas screened lump .....	3.55
West Virginia steam and gas dock-run .....	3.25
West Virginia steam and gas screenings .....	2.65
Youghiogheny—Screened lump .....	3.55
Youghiogheny—Dock-run .....	3.25
Youghiogheny—Screenings .....	2.65
Smokeless—Screened lump and egg .....	5.00
Smokeless—Dock-run .....	3.55
Smithing—in bulk—Lilly .....	4.15
Smithing—sacked—Lilly .....	5.90
Cannel .....	6.25

#### Smokeless Coal Shows Undiminished Strength.

Pocahontas and New River coals are difficult to obtain for the all-rail trade, with shipments far behind orders, the car supply on both the Chesapeake and Ohio and the Norfolk and Western being entirely inadequate for the demands made. Run-of-mine is still nominally \$1.25 f. o. b. the mine or \$3.30 f. o. b. Chicago, although the ten-cent advance announced for September first is to a certain extent already applied. Lump and egg have for some time been selling at a premium above the circular price of \$1.50 f. o. b. the mine. This premium has now advanced until the current quotation is \$2.00 f. o. b. the mine or \$4.05 f. o. b. Chicago.

Splint coal, while sharing in the temporary dullness locally, is in such heavy demand for the dock business that the all-rail price has been forced upward in consequence, inch-and-a-half standard Kanawha splint being now quoted at \$1.65 f. o. b. the mine or \$3.55 f. o. b. Chicago, an increase during the present week of twenty-five cents per ton.

Youghiogheny, Fairmont and Hocking, because of the same conditions which are affecting the other eastern bituminous coals, are firm at former prices, regardless of the light demand of the all-rail trade. While these coals have not yet been advanced in price to correspond to the advance made in them at the docks, the continuance of the present quotations can not be expected beyond a very few days. Advances, in most, if not all of them, will be made September first, if not sooner.

The Springfield coal market throughout the present week has shown practically no activity as regards Chicago local trade. A decrease in the amount of car-service coal available has enabled the trade to hold more stiffly to the established basis of prices for shipments from the mines and buyers have been reluctant to stand for the advanced cost. This cost, combined with the excessive heat, has been an effective check to the transaction of business. The only noticeable weakness has been in screenings, which have sold during the week at 45@55c f. o. b. the mine or \$1.20@1.30



f. o. b. Chicago. Run-of-mine for the most part has held at 75@80c f. o. b. the mine or \$1.50@1.60 f. o. b. Chicago, although some sales chiefly from the Pana field have been made five cents below this minimum. Domestic lump has sold at \$1.15@1.25 f. o. b. the mine or \$1.90@2.00 f. o. b. Chicago.

Operators in the Carterville district find the Chicago market for their product the same as noted above for central Illinois coal, but report somewhat improved conditions in outside territory. In general, reports from the western all-

rail market outside of Chicago are somewhat contradictory, the attitude of buyers varying without any seeming reason in towns even closely adjacent, some being ready to commence the laying in of stocks and others announcing their intention to do nothing decisive until the latter part of September or first of October.

Operators in the Indiana fields have had a gratifying increase in the number of inquiries some of which have already been converted into definite orders. Business, however, is

still light in this field and prices remain practically unchanged except that there is a greater tendency toward a successful maintenance of circular prices especially by the larger companies. Many of the smaller companies and one or two of the larger ones are still inclined to accept business at prices ranging from five to twenty cents below circular. Much difficulty is already being experienced in this field in the securing of adequate car supply, forcing some producers to be considerably behind in the filling of their orders.

## Market and Trade News from the Pittsburgh Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, August 23.

Prosperity is spelled with capital letters in Pittsburgh. When the coal and coke men are too busy during the summer months to take vacations, there is just reason to presume that it pays to stay at home. A number of cases are reported to us of prominent operators who are sticking at their desks, and if a vacation has been or will be indulged in it was or will be one of those combined ones, viz., the "business with pleasure" kind. The coal man in this district is pretty well pleased with his job. The summer months are breaking all previous records in the coke as well as coal business.

During the week the river shippers have been exceedingly busy, sending all available empty barges to the mines in the upper pools. There is another large accumulation of coal in the harbor, waiting for a rise. A rise has been expected for some days, as there have been heavy rains east and south of here, but little effect, however, is noticed in the river at present.

### Scarcity of Labor Continues.

Labor in the district continues scarce. This is not confined to the coal and coke industry, but the shortage is felt by the iron and steel interests also, and late reports are that the local railroads are experiencing considerable inconvenience by not being able to get a sufficient number of men to handle trains.

The strike of the miners employed by the Pittsburgh Plate Glass Co. is still on. Since our last report a serious conflict occurred between the union and non-union men, resulting in one death and the serious injury of a number of others. This strike seems to become more complicated every day. The company is determined to run its mines as they see fit, and claim to have been paying their men up to the limit demanded by the miners' union. The miners have much at stake in the case, and are determined, they say, to permit none but union men to work in any mine owned by the plate glass company.

Two other strikes are on in the district, both of them having occurred during the week. It is not thought that they will last long or be of much importance.

Cars continue to be short in the district, with no encouragement from the railroads that they will be more plentiful until late in the fall.

Notwithstanding the shortage of cars in the district, the shipments of coal and coke for the week is much larger than for last week.

A decided gain in the stock, both common and preferred, of the Pittsburgh Coal Co. is noted. This is encouraging and has quite a beneficial effect on general trade in this city. There are heavy holdings in this community of Westinghouse, United States Steel, Crucible Steel and Pittsburgh Coal stocks, and the price of any one of them influences general business. At present all of them are in good condition, and conservative bankers assert that Pittsburgh coal will astonish many people yet and get back to where it was two years ago.

### Prices Unchanged, but Advance Expected.

There is but little change to note in prices for the week. The principal fact worthy of notice is that the market prices are strong and that operators have an abundance of orders. The outlook is for an advance over present rates, but this may not come speedily. Matters are at almost high tension now, and prices may force themselves upward very soon.

Run-of-mine coal is strong at \$1.10@1.20, f. o. b. the mine; lump is selling for \$1.30@1.40 per ton, f. o. b. the mine; three-quarter inch is quoted at \$1.20@1.30 per ton, f. o. b. the mine, and slack continues strong at 85@95c per ton, f. o. b. the mine.

The coke market continues strong, with slightly increased prices over last week. Furnace coke is listed at \$2.80@2.90 per ton f. o. b. the ovens, and foundry is selling for \$2.95@3.10 per ton, f. o. b. the ovens. Both kinds of coke are in strong demand, and it keeps the operators busy to supply their customers.

The prices for coal, coke and anthracite coal for domestic use remain unchanged. There will be a stiff advance, however, in the near future. Dealers are urging domestic consumers to take advantage of the prices now prevailing and "stock up." Many of them are doing so, and as a result the local retail dealers are swamped with orders.

A prominent coal operator said to your correspondent this week: "Pittsburg and vicinity is a shining commentary on the old truth that it pays better to work than to talk. Everybody in this district," he said, "is so busy taking care of their present business that they have no time to discuss the state of affairs, or to find fault with the present condition of business." This is exactly the situation in the Pittsburgh district as regards the coal and coke industry.

### GENERAL AND PERSONAL NOTES.

The Black Diamond Coal Mine, near Monongahela, Pa., is tied up owing to a strike of the mule drivers. The cause of the strike is the discharging of one man, and as a consequence over two hundred men are idle.

During the past few days the rivers rose slightly, but not enough to enable another cargo of coal to get away. This was quite a disappointment to the river coal shippers, as they were unable to dispose of all their product during the last rise.

A fire at the National Coal Co., located near Butler, Pa., which occurred this week, destroyed the tippie, boiler house and other equipment. The company has had a series of mishaps in the two years of its existence and it is reported that it will hardly resume operations.

As a result of differences growing out of the wage scale two hundred and fifty miners employed by the Pittsburgh & Cross Creek Coal Co., near Washington, Pa., are on strike. The mines, which are located in a new field on the Wabash road, were opened two months ago.

As a result of the last rise in the rivers hundreds of empty craft have arrived in the harbor. This large number of empties assures work for the river mines for some time to come. Not for many years have there been so many empty coal boats of all kinds in the Pittsburgh harbor. These are now being rapidly towed up to the mines.

A shortage of both men and cars is complained of in the Pittsburgh district. Not only are the coal and coke producers still calling loudly for men, but the local railroads also announce that they are unable to get a sufficient number of employes to handle their increasing traffic. The Baltimore & Ohio claims that it could use two hundred trainmen on the Pittsburgh division alone, and that other divisions of that system are similarly short. The Pennsylvania and other local roads need men, and are advertising extensively for them.

If men are scarce, cars are still harder to ob-

tain. A short time ago the Pennsylvania railroad sent, as the result of orders, several hundred freight cars to the wrecking yards to be destroyed. This order has been rescinded and no more are now being dismantled. On the other hand every one that can possibly be fixed up is being repaired, and sent out again for further use.

Pittsburg coal has gained over seven points at the stock exchange during the past week. Monday morning it opened at fifty and today it is strong at fifty-seven and a half. The rise is attributed here to the merits of the company, and not through any sympathy with the heavy rise in railroad stocks. A few weeks ago the management of the company reported that all of their mines were operating steadily and to their limit. It was also stated that better prices were being received for the product. This has stimulated the activity of the stock and prominent brokers and bankers have stated that they think it will reach a much higher point in the next few days.

The fact that many of the blast furnaces have shut down temporarily does not seem to affect the coke trade. The demand for furnace coke is growing stronger each week and the outlook for a heavy trade during the balance of the year is particularly bright. In the coke regions men are still scarce; so much so that at many points it is impossible to get enough of them to load the cars. During last week there was an increase in both production and shipments, which shows the steady increase in the trade. The week's production was 272,786 tons, an increase of 169 tons over the week previous. The shipments were 11,888 cars, or 273,424 tons, an increase in shipments over last week of 644 tons.

The strike, previously reported, at the different mines of the Pittsburgh Plate Glass Co., still continues. During the week it assumed an ugly phase and as a result a riot was participated in at the Creighton mines of the company. Manager Craig of the glass company asserts that the trouble was the direct result of interference by the organizers of the miners' union. The union miners attacked the non-union men and during the battle one man was killed, two are missing and a score were seriously injured. It seems that the officers of the union sent Organizers McKay and Davis to straighten things out at the different mines of the glass company with the result as stated.

Among the members of the miners' organization in Pittsburgh expressions of regret over the Creighton incident were coupled with the declaration that during the entire period of the presidency of Patrick Dolan the Pittsburgh district miners had no such blot on their name as this has brought to them. It is generally considered that the organization here is woefully weak in leadership, and is suffering from the lack of experienced men to handle trying ordeals of this character. The outbreak and show of violence on non-union miners is held to be the worst that could come to the strikers' cause at this time. In connection with this matter attention has been called to the fact that besides ridding themselves of President Dolan for his conservatism and regard for law the organization has since then, through its national officers, taken steps to dismiss William Little, for many years a national organizer and member of the national executive board. He has just been notified of his dismissal from the organizers' ranks, though because of his election he can not be removed from the executive board. Henry O'Neil is also an old-time organizer and was deposed from office this week. Both had been friends of Dolan.



# Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, August 23.

The heavy receipts of river coal last week seem to have been absorbed or assimilated by the Cincinnati general market without any apparent change in the market, and now, when appearances point to another coal run from both Pittsburgh and the Kanawha, coal men who are in a position to know say that there is no likelihood of the anticipated receipts by river affecting the market in any detrimental manner. As noted in this report last week, it is impossible to give even an approximate estimate of the tonnage received by river during the past ten days, for the reason that there was plenty of water for the large towboats to go on farther south with tows of coal, and many of them passed Cincinnati with only a friendly salute from their coarse and discordant whistles, taking their cargoes to Louisville, Memphis and New Orleans.

The news of another rise in the river comes as a great surprise to everybody, as August is nearly always one of the "dry" months in river navigation. It is reported that there were upward of 4,000,000 bushels of river coal loaded at Pittsburgh ready for shipment, most of which was expected to be moved on the present swell. A much smaller amount of coal was ready for shipment from the Kanawha river, but the Kanawha shippers expected to get out to market all the coal they had loaded.

## Four Million Bushels Won't Hurt Market.

In the event that three or four million bushels of coal should find its way into the Cincinnati harbor during the next few days, it is not likely that prices will change a particle. River lump is worth from 7½¢ to 8¢ a bushel for both Pittsburgh and Kanawha and nut and slack from 4 to 6½ cents a bushel afloat in barges. Elevated and loaded on cars, river lump is worth \$2.35 a ton f. o. b. Cincinnati. From the foregoing the conclusion must not be drawn that there is now an extraordinarily large amount of coal afloat in the harbor. There is not. The amount is a fair stock for this time of year.

## Upward Tendency of Prices.

The general market shows the same great strength that has characterized it for several weeks, and especially for the past two weeks. There is a constant upward tendency in prices, and every circular sent out is higher than the one before it. Of course, the scarcity of cars doubtless has a great deal to do with the apparent strength of the market. The cry is universal that the car shortage is acute, with no prospects of an early improvement in this respect. This scarcity of cars starts, at once, the old practice of buyers placing orders for fifty cars of coal when they really need but twenty-five, thinking that if they order only twenty-five they might get only ten or fifteen. From reports received by THE BLACK DIAMOND the Norfolk & Western is now the greatest offender in the matter of a car famine, while the Chesapeake & Ohio is not giving its patrons half enough cars to keep its many and great mines going at even a fair average pace. The operators and shippers from the lines of the Louisville & Nashville road declare that they are getting about as many cars as usual, though it is well known that this latter line will not let its cars get scattered over other railroads as some roads do.

Prices are really unchanged, but there is a constantly firmer tone to the market, with a corresponding tendency on the part of the sellers to add a few cents a ton here and there wherever they think the business will stand it. New River and Pocahontas lump and egg coal are not to be had for less than \$1.85 and \$2.00 a ton for reasonably prompt shipment, while smokeless run-of-mine is worth \$1.35 a ton for spot coal. Splint lump ranges from \$1.40 a ton for the cheapest to \$2.00 a ton for fancy grades screened over four and five-inch screens, and perhaps otherwise specially prepared. Splint run-of-mine is selling readily at \$1.00 a ton, with a number of concerns asking and getting more money for favorite grades. Nut and slack is again very firm, with the demand apparently greater than the supply,

and many persons hunting it at sixty-five cents a ton at the mines, and reports of contracts being signed at eighty cents a ton at the mines for rather large quantities, and for a period of a year from this time.

## Hot Weather Affects Retail Trade.

The retail trade of the city has slumped off considerably during the past two weeks, but then when one considers the weather during the same time, by far the hottest of the season, a large retail tonnage can not be expected. Retail prices are firm, however, and aside from steam contracts on nut-and-slack, the very grade of coal upon which all dealers should be firm, there is very little, if any, cutting of prices at this time. Nut-and-slack delivered to factories and other steam users ranges from \$1.90 a ton upward, while splint lump of standard quality is worth \$3.25 a ton delivered to families. Pocahontas and New River lump is selling for \$1.00 a ton, and anthracite \$7.50, delivered, retail. There is no apparent change in coke, it being reported firm at \$2.60 to \$2.75 a ton at the ovens for furnace, and \$3.00 to \$3.10 a ton for foundry.

## NEWS NOTES AND PERSONALS.

J. E. Davis, president of the Island Creek Coal Sales Co., was in Cincinnati Monday of this week on one of his periodical visits to his properties in this district.

L. A. Hickley, secretary and treasurer of the Island Creek Coal Sales Co., and also of the Blaine Coal Co., spent several days here this week as the guest of Messrs. Lyman and McVeigh, of the local offices of the Island Creek company.

Gottlieb Hartweg, widely known as one of the former proprietors of the Huntington & St. Louis Towboat Co., and now connected with a number of Kanawha river coal interests, went to the Kanawha district a few days ago on business.

The partnership heretofore existing between C. S. Leshner and J. C. Wheeler, doing business as the Southern West Virginia Coal Co., was dissolved on the twenty-first of August by J. C. Wheeler retiring and C. S. Leshner assuming all accounts, both receivable and payable. Mr. Leshner will close out the business as soon as possible. C. G. Blake & Co. will be given the contracts and

orders on the books of the Southern West Virginia Coal Co.

Sealed proposals will be received by the board of trustees of the public library of the city of Cincinnati for furnishing a year's supply of nut and slack steam coal, to be delivered from time to time during the year. The amount of coal required is about 1,000 tons. The city library recently installed a Detroit furnace and stoker in its plant. Bids will close September sixth at noon.

R. G. Chatfield, representing the Peach Orchard Coal Co., of Peach Orchard, Ky., was a pleasant visitor Monday at the Cincinnati office of THE BLACK DIAMOND. Mr. Chatfield is now selling the output of his mine direct and is not depending upon the offices of brokers and selling agencies. By being away from home he had missed seeing the last issue of THE BLACK DIAMOND and came in to read the current issue to post himself on trade conditions.

R. S. Magee, traveling salesman for the Carbon Fuel Co., and well known in the wholesale coal trade of Indiana, Ohio, Michigan and Kentucky, met with a painful accident at his home the other evening. In attempting to raise a window that had stuck on account of having swollen from the recent rains, he thrust his hand and arm through the glass, badly lacerating the tendons and veins of his wrist and arm. He is carrying his arm around in a sling, and it will be several weeks before he can assume his regular duties on the road again.

Not much is heard of the recent order of all the railroads limiting the time for unloading coal cars and limiting the time for reconsigning to two days, or forty-eight hours, but there is a deep undercurrent of resentment among all classes of shippers against the order. The former time allowed for unloading coal was four days, and the same amount of time was given shipping concerns to reconsign or otherwise dispose of coal practically after it had reached its destination, and the coal men do not like the idea of the present limitation. Just at this time, when there is a good demand for coal, and the coal men are as anxious as the railroads to move as great a tonnage as possible, not a great deal is heard of the matter, but later on there will probably be a howl that will reach to Columbus, and retaliatory laws may be expected, if the coal men have influence enough.

# The Detroit Coal Trade.

DETROIT, MICH., August 23.—(Special Correspondence.)—Some of the large coal shippers of West Virginia have been put out of the market by the serious car shortage, and Detroiters are predicting for this fall one of the worst coal famines that the country has experienced for many a year. New River and Pocahontas smokeless has gone up to \$2 a ton, and the Consolidation Coal Co., which sold its Ocean smokeless last week for \$2.25, is completely out of the market. That company can not take lake orders, either. Both the car and vessel shortage is very severe.

## Bituminous Market Is Firm.

Prices are stiff on all grades, and so long as the present lack of transportation service continues nobody need expect a dropping off. However, it is anticipated that along about next April there will be a great slump. The Hocking Valley, Chesapeake & Ohio, Baltimore & Ohio and Norfolk & Western roads appear to be the most affected by the shortage of cars. Up to the present time the Detroit, Toledo & Ironton, which handles the product of the Jackson, Ohio, fields, is not seriously affected, but as soon as the domestic coal gets to moving rapidly that road will probably suffer. The Fairmont Coal Co. bought 7,000 new cars this year, but they are a mere drop in the bucket. The beet sugar people are very much to blame for the car shortage, for they are gobbling up all the gondolas they can get hold of, and when they are once in their

clutches it means good-bye to them for some time to come.

Though retailers of anthracite announced some time ago that they would boost the price from \$7.25 to \$7.50 a ton on September first, they probably won't do so after all. One of the biggest dealers in the city states that his raise in price will not take effect until the middle of the month, while others say they will continue to deliver coal at the old figure until October first. In fact, some of the dealers in the outskirts of the city are selling coal today for seven dollars a ton.

## Increased Demand for Anthracite.

The retail anthracite trade has begun in earnest now, many orders, especially for furnace coal, having come in during the past week. Small retailers out in the state are also beginning to buy, though the large dealers in the city are holding off. In fact, they have no need to be in a hurry, for most of them are stocked up three months ahead. The anthracite trade, therefore, can be sized up as brisk.

William J. Magee, manager of the Carbon Fuel Co., of Cincinnati, was in Detroit the early part of this week.

Edward M. Mancourt, western manager of the Fairmont Coal Co., is out in the state this week on special business.

W. J. Gebhardt, salesman for W. J. Scully, returned Monday from a trip through Michigan and reports business very good. He has now gone back into his territory.



## The Ohio Coal Trade.

CLEVELAND, OHIO, August 23.—(*Special Correspondence*.)—If buyers of steam coal in this city delayed placing their orders with the expectation of getting it cheaper than earlier in the summer, they have made a mistake. Prices are higher and steadier this week than they have been for some time, and the prospects now are that they will remain so. There seems to be no desire upon the part of the shippers to flood the market, and if such a feeling did exist, it would perhaps be a physical impossibility to do so. In reality the city has for the past few days been receiving but little more coal than it actually needs for everyday consumption. Slack was a little weak last week because some was held up for car service, but otherwise the market has been steady all along.

The cause of this perhaps lies in the fact that operators are unable to secure cars enough to ship more than the market demands. Some of the mines were idle several days last week and the same condition will probably exist throughout this week. While the opening of the mines in eastern Ohio, it was thought, would produce little effect on the supply of cars, there has apparently been a scarcity since they got under headway. Of course, the opening of the Hocking Valley mines a few weeks previous took many of the cars out of service on other roads, where they had been captured or loaned, and these had to be replaced as far as possible with their own that had been allowed to get out of the regular runs. Then cars that belong to the coal trade of eastern Ohio were switched back, and this left a still further shortage for the other roads. The railroad companies are dividing up the equipment in as just a manner as possible, and this makes it harder for all to get just what they want.

Another thing: a lot of lake coal, for some reason, has gotten laid up along the lines, the roads being unable to move it, possibly because the shippers could not get vessels for a

time. Last week, for a few days, the vessel tonnage seemed more plentiful than cargoes, but on Monday the condition began to change, as the railroads released coal and ran it into the lake ports. It is said that all the ports on the southern Erie shore have more coal than they can handle now.

The Lake Superior rate has settled at forty cents a ton, with the same figures to Portage and Marquette, as well as the head of the lakes. To Milwaukee fifty cents is now being paid without much complaint. The only trouble now is that the docks may not be able to handle the coal as rapidly as it is sent to them. It is said they are filling up fast, and there is some apprehension on that score. Shippers are using all possible effort to get their full supply of fuel up early this season. Considering the fact that some of them have not been shipping from their own mines long, this condition puts a high pressure on the shipping business.

Notwithstanding the immense capacity of the Ohio mines, still others are to be opened. The Big Vein Coal Co., it is announced, will sink a shaft about two miles from Salineville that will tap a big body of excellent coal. The plant will be operated throughout by electrical power and will employ 400 or 500 men. F. M. Osborne and other Cleveland men are interested in the company, and the coal will be sold through the Cleveland office.

Bids for coal for the Cuyahoga county buildings were opened a few days ago. For Pittsburgh lump the bids ranged from \$3.15 to \$3.50, and for nut from \$2.48 to \$2.53. Run-of-mine ranged from \$2.48 to \$2.60. These bids are but little lower than former bids, and the commissioners are talking of advertising again. They allege that the bids are not what they should be, because there were only three bidders. They seem to think that all the dealers in town should put in bids, while the fact is many of them do not want the business at any figure because of the trouble it always causes them.

men would like to know. They take a chance on leases. They are willing to pay taxes on their tangible possessions but protest against an arbitrary value on their leaseholds.

They protested a year ago against the taxing of leaseholds at all, but lost their case in the supreme court, so that now their fight is in the nature of resisting exorbitant taxation.

### GENERAL AND PERSONAL NOTES.

Twenty five men struck at the Cross Creek Coal Co., which ships on the Wabash, in Brooke county, over a question of wages.

The Kanawha water-shipping operators got out good shipments on the recent rise, which was the first August rise for many years.

An eighteen foot fan has been installed in the Stuart Colliery's Parral mine. It will supply 350,000 cubic feet of fresh air in the mine per minute, and is the largest fan in that field.

The Guyan Fuel Company has received a consignment of new coal cars. These will be used to haul the company's coal from its Logan county mines to its docks on the Ohio river at Huntington, whence the coal will be taken by water to Cincinnati.

Because A. P. Gibson would not deliver certain shares of stock in the Harvey and Dun Loop companies, Samuel Dixon has brought suit to compel him to do so. The stock is necessary for a controlling interest in the companies by Mr. Dixon, who is at the head of the mammoth New River Co., just formed.

State Mine Inspector J. W. Paul and Deputy Inspector Earl Henry have returned from an inspection of the Norfolk & Western region, where they installed William Warner as the new deputy for the 102 mines there. Mr. Paul said the mines there are working to the limit of their car capacity. In two more years the field will have a capacity of ten million tons annually. The railroad is making extensive improvements to meet this condition.

An electric line will be used to haul coal from the Fulmer mine to the Morgantown & Kingwood railroad. This step is significant because in the discrimination suit brought by Mr. Fulmer against the railroad the question of whether a steam locomotive could run over the grade from the mine to the railroad was an issue. The spur was finally torn up. In the resultant suit additional prominence was given because Senator Elkins' sons were at the head of the defending company. The case was ended by an agreement to buy out the Fulmers for \$20,000.

## Mining News from West Virginia.

WHEELING, W. VA., August 23.—(*Special Correspondence*.)—The volume of business handled is good on all railroads, with the lakes and western points leading. With the steady condition of the market there is a recurrence of car scarcity talk, and after the hot weather lets up there is due to be more of it.

The embargo at tidewater accounts for a decrease of shipments to the coast from West Virginia. The railroad facilities are limited for dumping coal and are very inadequate for the producing capacity. There has been no extension of these facilities for several years. The Chesapeake & Ohio is now building a new and modern pier which will relieve the situation, but it will not be completed before next February.

The frequent embargoes on the mines are costly, for where there is demurrage at five cents per ton a day it mounts up to a big total.

Last week it was stated that the Wheeling & Lake Erie division of the Wabash had placed an order for 2,000 cars. It has since been learned that the order was for 10,000, and the first consignment was received a day or two ago. This will greatly facilitate shipments out of the Ohio valley and Eastern Ohio fields.

The Fairmont product is moving fairly well at the lakes, due to the company's good arrangements with dock companies; but other concerns, not so well favored, are finding fault with the lack of sufficient vessels or inability to make arrangements with them.

Notwithstanding the trouble in getting transportation facilities to meet the growing demand, the remaining half of the year promises to be better than for a corresponding period last year. For the last fiscal year, which ended June thirtieth this year, the three trunk lines in this state showed large percentage increases over the preceding year, being nine per cent on the Baltimore & Ohio; fifteen per cent on the Norfolk & West-

ern, and nineteen per cent on the Chesapeake & Ohio.

### The Taxation of Leaseholds.

The purpose of the West Virginia state administration to assess for taxation coal leaseholds at their true and actual value, in conformity to the new tax system, is running counter to the coal operators in the New River region.

Tax Commissioner Dillon has threatened to have the leaseholds in Fayette county fixed at a valuation of \$5,000,000, although he contends their proper rating should be double that amount.

According to Mr. Dillon, the leasehold of the New River Smokeless should be assessed at \$800,000, and the New River & Pocahontas's operation at Minden at \$500,000. These are the two highest valuations in that county.

The local assessors made returns on the valuations given in by the coal companies, but Mr. Dillon thinks these are ridiculously low. He has declared that the leases in McDowell represent a value of \$5,000,000, and in Kanawha county \$3,000,000.

The assessors say they have fixed the valuations at what they consider fair amounts and will not change them at the order of the tax commissioner. Mr. Dillon, who returned here today, says if the assessors refuse to place proper valuations on the properties he will appeal to the county court to have the assessments raised, and to the circuit court to have the assessors removed from office.

How the tax commissioner can tell what a piece of paper, giving the holder the right to mine for coal is worth, taking into consideration the different veins of coal, the depth under ground, and the ease or difficulty in getting it to the surface, not to say anything about the possibilities of strikes or accidents which may put a mine idle for a great part of the year, is something coal

### The Missouri River Trade.

KANSAS CITY, MO., August 23.—(*Special Correspondence*.)—The coal business in the southwest continues to be comparatively dull. The prices have been stationary in the last few weeks, but the business has not been satisfactory, not equal to what it was this time last year. The demand has been most brisk for Arkansas anthracite. Considerable coal has been moving for school purposes, but retail dealers in the larger cities say that the trade in coal for storage is not what it should be. However, August has never been considered a good coal month in the southwest and business will undoubtedly pick up by the first of September.

Coal dealers are contemplating with considerable interest the decrease in the oil supply in Texas. For several years nearly all the big concerns in that state which use fuel in great quantities have resorted to oil. This was because the oil fields of Texas were unusually productive and oil was cheaper to use than coal. But in the last few months the production of oil there has decreased rapidly and it is merely a question of time before all the manufacturers and other concerns which now use it will have to return to coal. A coal dealer here who was recently in Texas and made an investigation of the conditions there said yesterday that the consumption of oil in Texas in the last month was 1,250,000 barrels in excess of the production. There were about twenty million barrels in storage, and this excess was drawn from that supply. Of course as soon as this oil in storage is exhausted the use of coal will be necessary unless



new gushers are found, which is not thought probable.

The increase in the use of natural gas as fuel in Kansas is not worrying some dealers as much as the increasing use of oil. The dealers who own mines in southern Kansas say that they are not afraid of competition with gas, but that they can hardly hope to make prices low enough to compete with oil.

In the meantime there seems to be no immediate danger that Kansas City will be furnished with natural gas. It seems bound to come sooner or later, but the inability of the city to come to amicable terms with the different sources of supply makes it certain that for a year at least there will be nothing doing in natural gas. The

ordinance, recently passed, giving a franchise to some Chicago capitalists, has proven a false alarm. The terms of the franchise did not suit the Chicago men and they have turned it down, after having caused the people to feel certain that they were going to rescue the city from the dollar-a-thousand manufactured gas monopoly.

News has come to Kansas City telling of an unfortunate accident in the Missouri, Kansas & Texas district near Colgate, Kas. A heavy rain fell in that locality the other day and mines ten and eleven were flooded. The damage to the mines is undoubtedly great and it is possible that they can never be used again. Each of these mines produced from five hundred to one thousand tons of coal each day.

Marion (Ohio) Steam Shovel Works. It calls for from 25,000 to 40,000 tons of Cambridge coal during the next twelve months.

E. A. McManigal, land agent of the New York Coal Co., will leave this week for a ten days' vacation to Georgian Bay.

Mr. A. E. Washburn, manager of the Kanawha & Ohio Coal Co., has returned from a business trip to Indiana and Michigan.

The Capital Coal & Coke Co. took out incorporation papers with a capital stock of \$10,000 on the twenty-second instant. A. B. Willson is president and treasurer, and C. S. Binns, heretofore associated with the Columbus & Hocking Coal & Iron Co., is secretary.

The Washington Fuel Co. is issuing invitations to the outside trade to make its offices their headquarters during the annual Ohio Agricultural and Industrial Exposition, to be held here during the first week of September. A special room is being fitted up for the accommodation of the company's friends. This plan was inaugurated a year ago and met with hearty appreciation from the many visiting coal men.

Several new coal organizations have come into the field within the past few days. Among the number is the Dorr Run Coal Co., incorporated for \$100,000, which has purchased 860 acres of undeveloped coal lands near Carbon Hill, Ohio. The Raccoon Valley Coal Co. was incorporated on the twentieth inst. for \$25,000, with L. M. Breedon, president; William Job, vice-president, and C. A. Gibson, secretary and treasurer. The property consists of a modern equipped mine at Zaleski, Vinton county, Ohio, having a capacity of five hundred tons a day. It was formerly owned by the Avonelle Coal Co., which went into the hands of a receiver about a year ago. The mine was bought by President Breedon, of the Eagle Coal Co., of Columbus, which will continue to handle the output.

### Southern Coal Conditions.

NASHVILLE, TENN., August 23.—(*Special Correspondence*.)—The Nashville coal trade is taking on added briskness during the last few days and the retailers are sharing with the wholesale coal people in a good business. Some fall orders are being hauled. The firms here who have mine connections report that the mines are working at a satisfactory rate.

B. A. Treat, a prominent coal operator of Hariman, Tenn., has purchased the mines of the Scott County Coal Co., near Helenwood, Tenn., and will soon begin operations on a large scale. The property is considered a fine business investment, but in the hands of the former owners did not prove profitable. The coal is of a very fine quality and Mr. Treat will develop it on a large scale.

Gov. John I. Cox, of Tennessee, accompanied by W. H. Hartford and H. F. Rogers, has gone to Fentress county for the purpose of inspecting coal lands with the view to making purchases for the use of the state in working convicts. Later in the month the governor and commissioners will make a similar trip to the coal regions of Cumberland, Van Buren, Bledsoe and Sequatchie counties.

The North American Coal & Coke Co. has acquired the holdings of the Citizens' Co-operative Coal Land Co. in the Crossville district of this state. The lands consist of about 4,000 acres of fine coal lands. They are about fourteen miles from the Southern railway and about three miles from the Eastland branch of the N. C. & St. L. R. R.

At a joint convention of the coal miners and operators of District 19, United Mine Workers of America, a new wage scale was agreed upon a few days ago which is to be effective September first next and continue one year. Both sides made concessions. The new scale is in effect a restoration of the schedule of wages of 1903, which is practically an increase of 7½ per cent for miners and day laborers.

## Trade News of the Upper Lakes.

DULUTH, MINN., August 23.—(*Special Correspondence*.)—The outlook for a coal shortage at the head of the lakes this fall was never more assured than at present. While the receipts have been heavier thus far this season than last, the accumulations on the docks have been less. The big demand has been for present requirements, and the coal handling at the head of the lakes therefore has been of the hand-to-mouth order. There has been plenty to meet the demand, but not enough to stock against the future.

Head of the lakes coal men are considerably exercised over the dubious prospects for accumulating stocks for the coming winter. In thirty days more the grain movement will be under way and it is claimed by the railroad men themselves that there will be a car shortage such as has never been experienced in the history of the northwest.

### Trouble Next Winter Expected.

Between the car shortage and the prospective scarcity of lake tonnage to bring the coal to the head of the lakes, it looks as if the coal companies here and the dealers of the interior might both suffer. The railroad officials of the northwest are notifying the coal dealers of the interior to get busy and lay in stocks before the grain movement begins. During the past couple of years these dealers have been remarkably slow about stocking up, and according to all advices this will be a good year for them to turn over a new leaf. Anthracite receipts are very slow, and

those of bituminous just fair at the head of the lakes at present.

A vessel owner who has a propensity for making strong statements, while speaking of the present situation on the lakes, said: "Whenever I hear of a coal cargo offered one of our boats I feel like throwing a bomb. I don't like to carry coal, and would not put a boat in the trade unless it were necessary."

### Little Profit in Coal Carrying.

It can hardly be said that this feeling is general. It is, nevertheless, an open question with vessel owners at all times whether it pays to carry loads in both directions, with coal rates so low and with so little satisfaction in the way of dispatch to the vessels. This probably accounts in a large measure for the fact that boats are so hard to find now for the heavy movement of coal. It is apparent that the higher rates now being paid on coal are not giving the shippers the amount of tonnage they require. They have endeavored to assure themselves boats enough for the heavy movement during the remainder of the season by beginning a liberal rate policy. The boats are finding ready employment in both the ore and the grain trades, and are not disposed to do much in coal.

One reason is that loading difficulties are greater. Another is that the dispatch at the head of the lakes is poor in many instances. Some docks are slow. Others are congested with coal, and the cars are not to be had for direct movement. The results are not as gratifying as they might be.

## The Hocking Valley Coal Trade.

COLUMBUS, OHIO, August 23.—(*Special Correspondence*.)—A most optimistic feeling continues to prevail about the headquarters of all the big operators. One of the prominent figures of the Hocking Valley trade expresses his opinion that this will be the greatest coal year ever known outside of that following the anthracite strike, when abnormal conditions prevailed. The present prosperity appears to be natural, being based on the general state of business throughout the country. The demand is good and consumers are willing to pay the price.

More business than can be taken care of, is the word that comes from a number of sources. In some instances traveling salesmen are being curtailed, and it has become a question of being able to satisfy trade already in hand, without encouraging new customers. Operators of medium or small capacity, who do not enter into large contracts, but depend upon the current demands of the market from day to day, are not unanimous in reporting a satisfactory business as yet, but all look forward to a brisk fall and winter trade.

Although there has been some improvement in getting coal on board at the docks, the car shortage is daily becoming more serious, and it is generally prophesied that this is the beginning of the worst car famine in the coal trade. Already the supply is from forty to fifty per cent short of the demand in the Hocking territory.

Lake coal is firm at \$3.55 for Hocking lump

and \$3.80 for splint, these prices representing the recent advance of twenty-five cents per ton. The demand for domestic lump is sufficiently firm to bring the circular price of \$1.50. An advance is expected to take place on September first. Steam coal is bringing \$1.40 for lump and \$1.30 for steam lump, with run-of-mine at from \$1.05 to \$1.15. The heavy demand for slack and for nut, pea and slack continues to be a feature of the market, at 50c and 75c respectively. War Eagle smokeless has been advanced to \$1.85 for lump, \$1.50 for nut and \$1.20 for run-of-mine, with demand in excess of the supply.

### GENERAL AND PERSONAL NOTES.

William Job, of Chicago, was in the city this week.

J. J. Hart, vice-president of the Peabody Coal Co., Chicago, spent a portion of the week in Columbus.

P. C. Morris, of Nelsonville, superintendent of mines of the New York Coal Co., was in the city this week.

E. A. Cole, president of the company bearing his name, has returned from his vacation at Indian River.

What is reputed to be the largest steam contract ever let in Ohio has been secured by the Dean Coal Co., of Columbus, from the



## Western General and Personal Notes.

Wm. A. Stone, of the Wm. A. Stone Coal Co., Cincinnati, was a Chicago visitor this week.

R. S. Saxton is covering the retail trade on the north side for the Peabody Coal Co., Chicago. He made his initial trip this week.

F. H. Benedict, general sales agent for the Thacker Co., Union Trust building, Cincinnati, was calling on the Chicago trade this week.

"Fen" Atwill, with Richards, Ambler & Co., Chicago, has just returned from his vacation, which was spent in the woods of northern Michigan.

The Crescent Coal & Mining Co., Plymouth building, Chicago, keeps pushing for business all the time and this week appointed George A. Busse city salesman.

The firm of Peter Freymann & Son, coal and lumber dealers at Dyersville, Iowa, has been dissolved, John Freymann having purchased his father's interest in the business.

Charles W. Jackson, of Hopkinsville, Ky., was around shaking hands with his Chicago acquaintances this week. He says the outlook for the coal trade in the south was never better.

"Gene" Ambler, of Richards, Ambler & Co., Chicago, is spending a three weeks' vacation in the Rocky Mountain country. He expects to make a tour of Yellowstone Park before he returns.

On September first the Old Colony Coal Co. will move from the Old Colony building, Chicago, to the Plymouth building, where a commodious suite of offices has been secured on the tenth floor.

Allen Williams, for the last thirteen years cashier in the Milwaukee office of the Northwestern Fuel Co., has resigned his position and will take a much needed rest before making definite plans for the future.

Chicago expects to welcome a new anthracite company in the very near future. One of the north side docks has been secured and the first vessel will arrive shortly. Full particulars will be ready for publication next week.

The Lumaghi Coal Co., of Chicago, is making plans for an extension of its operations and has secured the necessary authorization from the secretary of state of Indiana, enabling them to carry on a regular business in that state.

J. F. Cronan is covering South Dakota and northern Iowa for the Old Colony Coal Co., Chicago. If he can sell coal as well as he can play baseball he will put the dock companies out of business before the first of the year. "Jack" has been The Black Diamond's star pitcher this year and the team is bound to miss him.

The Wolschlag Coal Co., of Peoria, Ill., gave its employes a day off with a complimentary river excursion last week Friday. A party of about four hundred, including the employes of the company and their families, enjoyed the company's hospitality, which included a fine luncheon at Lacon.

The Kinsey & Rutherford Coal Co. is the name of a new retail coal firm which has just opened for business at Peoria, Ill. The senior member of the firm is Howard Kinsey, son of Warren Kinsey, of Peoria, and the junior member is Bruce Rutherford, a member of a family which has been in the coal business in Peoria for many years.

The E. E. Pattison Coal Co., one of the pioneer companies in the Chicago trade making a specialty of down-town wagon business, has liquidated all claims and quit business. Since the death of the founder, E. E. Pattison, several years ago, the company has had an up-hill fight, and the untimely end of this once well known concern was no great surprise to Dearborn street.

The Cincinnati Gas Coke, Coal & Mining Co., Traction building, Cincinnati, has contracted for the entire output of the Elkhorn smokeless mines in the Marrowbone creek district, on the Chesapeake & Ohio railway. This contract represents the output of twelve mines and this great tonnage will mean some tall hustling on the part of the Cincinnati company to dispose of it. Up to the present time "Bill" Clauss, president of the company, has always been equal to the occasion, so we do not anticipate any fall-down in the distri-

bution of this large tonnage of Elkhorn smokeless.

The Kewanee Coal & Mining Co., foreseeing that its mine near Kewanee will be worked out within a short time, is making preparations to open a new mine on another tract in the same neighborhood. The shaft is nearly completed and the mine will be ready for operation in about sixty days. When fully developed it will provide employment for about two hundred and fifty men.

Once more the Black Diamond baseball team is the winner of the third and decisive game in a series of close and exciting character. This time the game losers were the Derings, representing the Dering Coal Co. With each team having a game to its credit, the contest last Saturday was hard fought till the last man was out, the Black Diamonds finally winning by a score of six to three.

T. A. Lemmon, of the Chicago, Wilmington & Vermilion Coal Co., Old Colony building, Chicago, was in Minneapolis last week on business. Speaking of his trip, he said that one of the first men whom he met in Minneapolis was THE BLACK DIAMOND's former editor, E. C. Pratt, whom he found looking finer than silk and meeting with great success in his new work as northwestern sales agent of the Zeigler Coal Co.

The trouble at the Donk mine in the Belleville, Ill., district, which has two or three times been announced as settled, has again broken out, the miners being dissatisfied with the decision in the case reached by their own officers, who consented to the release of some of the pitmen who had taken a prominent part in the mutiny. For some time the miners have been trying to have a district convention called. They have at last succeeded in getting five locals to make the necessary demand, and a meeting is being held at East St. Louis as we go to press. The hope of the malcontents is that they may be able to force a resignation or removal of the executive officers of the district.

Judge E. R. Kimbrough, of Danville, Ill., acting as umpire for the operators and mine workers, has rendered a decision in favor of the miners in the matter of an application by the Chicago, Milwaukee & St. Paul railroad regarding its mine at Cherry, Bureau county. The operators contended that they were entitled to pay the same scale as that paid by the Chicago & Northwestern road at its Gillespie mine, for the reason that neither of the mines sold its product on the open market, and that the higher wages which the scale fixes for the Cherry mine gave the railroad owning it an unfair disadvantage as compared with its neighbor. The difference in the scale at the two mines is due to the fact that they are situated in different districts, though but a few miles apart. Judge Kimbrough in his decision says that if the St. Paul road's contention was allowed it would annihilate the scale districts in the state and the system of fixing rates for the last ten years would fall. The controversy is said to have raised an entirely new point in the history of wage agreements.

The ubiquitous Harry Van Auken, taking courage from his success in past exploits, has been carrying on an extensive campaign of late in Wisconsin and Michigan at points to which the fame of his previous achievements does not seem to have penetrated. He has been making a sort of tour, and collecting funds by the way, chiefly from hotel men whom he induced to cash bogus checks on the Northwestern National Bank of Minneapolis, drawn to H. A. Van Auken, by the H. A. Van Auken Coal Co., signed with a rubber stamp and then in ink by "George L. Heffner, Sec'y and Treas." He successfully worked his scheme in Wausau, Kaukauna, Oshkosh, Neenah, Manitowoc, Grand Rapids, Oconto, Marinette, and other Wisconsin towns, then jumped to Manistique, Mich. At the last named place, however, he came to grief, as he was arrested while trying to pass a check for eighty dollars, which, it is said, would have brought his total gleanings up to five hundred dollars. Whether he will succeed in escaping from the toils, as in the past, remains to be seen.

The Chicago & Eastern Illinois Railroad Co. has issued a new tariff which is a model of com-

pleteness that will be of great value to every one having to do with carload shipments, either into or out of Chicago. It is said that nothing of the sort has ever been attempted before by any other road, either in Chicago or in any other large city. This "Chicago Switching Tariff" aims to give fully and accurately the switching charges to and from every switch on each road to and from every switch on each of the other roads in and about Chicago. But it is not merely a table of rates. It is of the nature of a directory, giving fully the location of firms, industries and team tracks, and the expense of making deliveries to each of them. By consulting it shippers can be informed of all that pertains to traffic arrangements between the different roads and all that pertains to the transfer of commodities to connecting roads at Chicago. It is a complete exposition of all the arrangements for switching within the switching limits of the city, and includes a very clear map, which greatly elucidates the text. Primarily intended to show the cost of switching cars to or from all connecting lines when destined for or coming from points on the Frisco system, it goes into detail in giving the rates of each of these other lines, arranged by roads, and under each giving all firm names, with occupation, location and rates, and also location and rate for all public team tracks. Other features are an index to all railroads in the city, and an alphabetical list of firms, showing the roads by which they can be reached, and a page reference to the tariffs which concern them. In fact, the book seems to contain about everything which a shipper could need in the way of information regarding shipping and switching from point to point within the city. While applying to all industries, this publication will be of especial value to coal dealers, both wholesale and retail, the Chicago & Eastern Illinois being pre-eminently a coal road.

### Soo Coal Traffic Figures.

Of the freight transported through the St. Mary's river during July, only 791,607 net tons were carried by vessels navigating the Canadian canal, the movement through the American water way amounting to 6,941,164 net tons. The great bulk of the traffic, too, was east-bound, aggregating 6,273,734 net tons, compared with 1,459,037 net tons, the combined cargoes of the boats bound in the opposite direction. Of the west-bound cargoes, 129,774 tons were anthracite and 1,137,391 tons bituminous coal, a total of 1,267,165 tons.

### Wagon Prices at Chicago.

ANTHRACITE.		Per Ton.
Grate .....		\$6.40
Stove .....		6.65
Chestnut .....		6.65
Egg .....		6.65
BITUMINOUS.		
Smokeless lump .....		\$5.00
Smokeless run-of-mine .....		3.75
Hoeking lump .....		4.00
Hoeking nut .....		3.75
Illinois lump, egg and nut.....		3.00
Indiana lump, egg and nut.....		3.00
Minshall lump and egg.....		3.50
Wilmington chunks .....		3.50
No. 1 washed nut.....		3.50
Brazil block .....		3.50
Jackson Hill Ohio.....		5.00
Gas-house coke .....		5.50

### The Coal Fields of Wyoming.

The oil and coal fields in the vicinity of Lander, Wyo., and the southern portion of the diminished Shoshone Indian reservation, will be surveyed this summer by Mr. N. H. Darton, geologist of the United States geological survey. The work will include the preparation of a topographic base with precise frame work of land office surveys. The results will be either available for publication in a separate bulletin or will form a chapter in a general report on the Wind River Basin.





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**The Indiana Coal Operators' Association**

President, J. C. Kolsem, Terre Haute, Ind.; Vice-President, Hugh Shirkie, Terre Haute, Ind.; Secretary and Treasurer, Philip Penna, Terre Haute, Ind.; Executive Committee, E. Shirkie, T. C. Keller, F. J. Urbain, Otto Heyden, John McFadyen, J. Smith Talley, Hugh Shirkie, J. K. Seifert, Job Freeman, John Hewitt, David Ingle and Martin Cahill.

**The Iowa Coal Operators' Association**

President, H. L. Waterman, Ottumwa, Iowa; Vice-President, T. J. Phillips, Ottumwa, Iowa; Secretary, John P. Reese, Albia, Iowa; Treasurer, E. C. Smith, Des Moines, Iowa; Commissioner, John P. Reese, Albia, Iowa; Executive Committee, Alex. Dargavell, B. C. Buxton, S. W. White, E. C. Smith and Samuel McClure.

**The Philadelphia Coal Exchange**

President, James Walker; Vice-President, George W. Edmonds; Secretary, Charles K. Scull; Treasurer, James M. Kelley.

**The Black Diamond Club, South Bend, Ind.**

President, Walter C. Miller; Vice-President, C. J. Gaskill; Secretary, D. R. Lontz; Treasurer, Lewis Kanouse.

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**Pittsburg's New Coal Outlet.**

Much satisfaction is felt among the coal and coke producers in Pittsburg over the announcements given out concerning the new railroad to be built from Pittsburg to the seaboard. The new project, details of which have appeared in the daily press throughout the country, will, if carried through to completion, be of immense benefit to the coal industry of Pennsylvania. One important result would be that coal from the Pittsburg district, which has heretofore been denied a market east of Turtle Creek, thirteen miles east of Pittsburg, would be able to reach the Atlantic seaboard.

The Pennsylvania has heretofore made an arbitrary division of freight, especially coal, and has reserved to the companies in which its officials have held stock the right to send tonnage to Philadelphia, New York and other important markets on the Atlantic seaboard. An entirely independent trunk line would assure to the coal shippers of the Pittsburg district a square deal in the marketing of this product.

For some years the Pennsylvania railroad has fostered the coal companies of the central district, with many of which its officials have been and probably still are stockholders. It has given to these companies every facility in the way of transportation and has given them all the empty cars it was in its power to bestow.

It was for the purpose of insuring a permanency in the hold of the central district upon the eastern market for bituminous coal that the Pennsylvania established the arbitrary dead line at Turtle Creek, and, try the best they could, Pittsburg operators have never been able to compete with shipments originating beyond the eastern limit of this dead line. They have been compelled to submit in silence to this unjust discrimination. The Interstate Commerce Commission has not yet reached this phase of railroad manipulation, and the Pittsburg district has been compelled to suffer in the face of rates established by the Pennsylvania, so exorbitant that no competition with Pennsylvania companies in eastern markets was possible.

The New York, Pittsburg & Chicago Air Line would in no way be influenced by the community of interests roads which have held the coal business in central Pennsylvania for years within their control. Its construction would develop along independent lines not only the rich coal fields of central Pennsylvania, and the anthracite fields of the eastern part of the state, but it would give a broad, liberal outlet to the rich coal fields in and about Pittsburg, which for many years have suffered because of the discrimination of the Pennsylvania railroad.

**The West and the East—A Contrast.**

In every time of business depression two evils are apt to become rampant and make bad matters become much worse. These two evils are—overproduction and cutting of prices. Regarding each of these the experiences of the summer now drawing to a close have contained their lessons, which have been learned by some, but will go unheeded or soon be forgotten by others.

The underlying cause in each case is a laudable one—a desire to do business, a natural antipathy against settling down to partial or entire idleness. To the active, alert man of affairs nothing is more galling than to be forced to do nothing. Hence, when business becomes slack, he naturally tries to stimulate trade by offering special inducements in the way of reduced prices.

In some lines this is often effective. Thus, in the matter of wearing apparel, so many people never have enough to satisfy their desires, if not their needs, that offerings attractive as to price as well as quality will usually produce results in the duldest of seasons. But it is not so with coal, the buying of which is regarded as one of the most disagreeable of necessities, to be put off as long as possible and then to be bought in the smallest quantity which will suffice. Because of this fundamental difference in the matter of attractiveness, also because its bulk necessitates large storage facilities, and still further, because it deteriorates in storage, the same principles do not apply to it which hold true in the case of more attractive and less cumbersome articles of commerce.

Over and over again experience has proven the truth of this, only to be forgotten or ignored when next the teaching of experience would save loss. No fact in connection with the coal trade is better established than this—to attempt to force a reluctant market will not materially increase the volume of trade, but will send prices lower and lower, till the bottom falls out of the market and a point is reached where the greater the sales are the greater the loss.

During the summer of 1906 both plans have been tried. In the West, production has gone on, almost regardless of legitimate demand, and the product has been literally thrown at the market, to be sold at whatever it would bring when being caten up by car-service. In the East, on the other hand, the great majority of the operators have kept most carefully in touch with the market, gauging closely its absorbing capacity day by day and at all hazards restricting their production accordingly.

One result has been that practically no coal has been sacrificed in the eastern markets. Prices have been low, of course, but they have been kept at a point where they yielded some profit. There has been no competition to see who could lose the most money without going to the wall.

Another result is that now, when the time is at hand when much coal simply must be burned, eastern consumers, as a rule, are without large stocks, and will buy on a rising market, while in the west every car of demurrage coal that has gone into somebody's storage pile at a cut-throat price means just that much less opportunity for profitable sales from this time forward.

We submit this contrast of the West with the East in the hope that some few will treasure it up in their memories, and another time shut down tight and long, if need be, rather than help on such a scramble for unprofitable business as this summer has developed.



### Death of J. Q. Marietta.

John Quitman Marietta, aged sixty years, one of the most prominent residents of Connellsville, Pa., died at seven o'clock on the morning of the sixteenth inst. of paralysis. He was taken ill at five-thirty p. m. the evening previous while seated in front of his hotel on South Pittsburg street.

The death of Mr. Marietta threw a pall over the centennial celebration which was at its height when he died. He was chairman of the finance committee having the celebration in charge, and his death is thought to have been hastened by overwork in preparing for the celebration and the excitement attending it.

John Quitman Marietta was a native of Connellsville, being a son of Cyrus Marietta, who came to Connellsville from Harpers Ferry, Va., in 1837, and Mary Stillwagon Marietta, both deceased. He first followed farming, but for the past twenty-six years had been engaged in the hotel business and in engineering large deals in coal properties. He was the principal owner of the Marietta Coal Co.

Mr. Marietta is survived by his widow and two sons. He also leaves four brothers and three sisters.

The funeral was held on Sunday last, and was one of the largest ever held in Connellsville.

### Evils of Miners' Holidays.

In a recent address before the Miners' Institute at Pittsburg, Mr. Fred C. Keighley said:

"There are some problems confronting mining men today that require prompt and vigorous action or serious consequences will result. There seems to be a tendency of late to observe numerous holidays—holidays that had their origin in foreign lands and that are of interest to foreigners alone. On the other hand the holidays of this country are often not observed at all. This of itself is a bad feature and should not be tolerated for a moment. It is an evidence of disrespect on the part of these foreigners for the land that has so generously, but perhaps unwisely, taken them into its arms. They may not know this, but they should be made to realize that the manner in which they observe these so-called holidays is an insult to modern intelligence, and the losses that through them are entailed upon their employers are not only wrongful, but a serious offense in the eyes of the laws of the land that is so generously giving them sustenance.

"No real religion advocates practices that work an injury to mankind in general, and the observance of foreign holidays in the present manner certainly injures the mining and manufacturing interests, and upsets, in a degree, the business of the whole country.

"To my personal knowledge, one soft coal mining firm alone has already lost several thousand dollars this year by enforced idleness. In the month of April the tonnage of this firm fell 15,000 tons of coal below the previous month's record. The cause was numerous holiday observances in April, against one in March. Last year the output from this property was forced down to a low standard by the same cause during three different months. This not only meant a loss of business, but naturally increased the cost of production. Other firms had the same experience. Men that wanted to work could not work, because there were not sufficient men on certain days to warrant operating. This is not all; the consequential losses are considerable, by reason of the stopping and holding back of critical work.

"The most serious matter of all is the fact that after these alleged holidays many of the men come to work in a dazed and befuddled condition that has, in some cases, undoubtedly precipitated disaster. The emigrants of late are from lands where holidays exceed in number the working days and the different nations have different dates for the same holidays, making a run of holidays, thus bringing disaster to production. This evil must be relentlessly rooted out, or prosperity will cease to exist."



We consider THE BLACK DIAMOND a most valuable paper to retail coal dealers, and one which we look forward to each week for its news. We think it covers, very fully, all parts of the south and west.—McLaughlin Coal & Grain Co., Memphis, Tenn.

### "Norm" Birkland Again in the Coal Business.

On September first there will be a new firm in the Chicago coal business with Norman S. Birkland as the guiding hand. There isn't a soul in the Chicago trade who does not wish the latest addition to the ranks of western wholesalers of coal every success and if well wishing will do the work the new firm of Norman S. Birkland & Co. will be doing a big business right from the start.

Norman S. Birkland was born in Chicago on the north side in 1862. He received his education in the public schools and in 1882 graduated with high honors from the Lake View high school. His first connection with the coal business dates from 1883 when he secured a position as stenographer with the firm of King & Bogle.

The Delaware & Hudson Canal Co. appointed Mr. Walter S. Bogle western sales agent in 1884 with offices in Chicago, and Mr. Birkland continued in the service of Mr. Bogle when the "D. & H." was doing a big share of the anthracite coal business of the west. In 1893 the Crescent



Norman S. Birkland.

Coal & Mining Co. was organized and his ten years of hard work gained him a reward, as Mr. Birkland was elected secretary and treasurer of the new company.

He continued with the "Crescent" in this position until August first of this year when he resigned. After a three weeks' rest he decided to get back into harness again and the firm of Norman S. Birkland & Co. is the result. Offices have been secured on the seventh floor of the Plymouth building and the new firm will make its initial bow to the trade on September first. Mr. F. W. Barrett, for the past twelve years city salesman for the Crescent Coal & Mining Co., will be associated with Mr. Birkland in the management of the company.

### Blower and Exhaust Fans.

Both blower and exhaust fan systems of ventilation have their advocates, and each class is ready to substantiate its theory by advancing plausible arguments. Blower fans dam the gas back in the strata, and any slackening of the fan lessens the pressure, causing the accumulated gas to spring out into the airways. On the other hand, an exhaust fan is constantly taking off pressure, and when anything happens to block the intake airways, the pressure is so diminished that the gas responds on the same principle. If the trouble, however, is at the ventilating motor and the fan stops, then the exhaust system has the advantage, for the mine pressure rises and the gases are driven back into the crevices. A stoppage of the blower fan reduces the pressure in the mine,

and the mine gases expand into the workings at a time when the results may be most dangerous. Barometric changes affect the mine air less where a force fan is used than where the vacuum system is employed; but so far as we know this advantage is very small. The most important reason that has caused the general adoption of exhaust fans is owing to the necessity of making the intake airway the haulage road, and consequently having it unobstructed by doors. Also in this case the men do not have to work in the gas-laden return air. In the rare case where the mine workings have openings or crevices reaching to the surface the blower or plenum system of ventilation is essentially best, for in this case each crevice becomes a discharge vent for the gases.

### A Letter from T. L. Lewis.

INDIANAPOLIS, IND., August 20, 1906.

Editor THE BLACK DIAMOND:

On page twenty-one of your issue of August eighteenth appears a news item which reads as follows: "Vice-President Thomas A. Lewis, of the United Mine Workers, spent a day in Pittsburg this week. The object of his visit was to try and arrange for sending men away from Ohio and Indiana fields to the Pittsburg district. Mr. Lewis states that over forty per cent of the miners in Indiana and Ohio are idle, and as men are in great demand in this section he will arrange to supply all the men required by the local companies here."

In your editorial comment on the above appears the following: "On account of the continued scarcity of miners in the Pittsburg field, with little hope of needed men being obtained locally, the help of the national organization of the United Mine Workers of America has been invoked. According to advices from Pittsburg, the national vice-president, T. L. Lewis, was in that city on last Friday in consultation with the local officers of both operators and miners. He is reported as having stated that over forty per cent of the miners of Ohio and Indiana are idle, and as having promised that from these states he would in a few days furnish enough men to supply all the miners needed in the Pittsburg district."

Believing that you had no intention of publishing anything but the facts, I desire to make the following statement:

I did not spend a day in Pittsburg at the time stated. I saw none of the operators or their representatives while going through Pittsburg. When in the district office of the mine workers there was nothing said about the number of idle men in Ohio or Indiana, as I was not in the district office ten minutes. In fact, during my short stay in the city of Pittsburg there was nothing said about having men sent there from other districts. Such a statement was not made to any man in Pittsburg or any other place at any time.

Conditions of employment are not as favorable in the Pittsburg district as they are in Ohio. This is one of the best reasons why there is a shortage of miners in the Pittsburg district and why I would not even suggest getting miners to leave other states.

There can be no explanation for such a report except that some one is trying to misrepresent the facts in order to make it appear that I am in the business of trying to have men go to the Pittsburg district, which is positively not true.

T. L. LEWIS,

Vice-President United Mine Workers of America.

The statement to which Mr. Lewis takes exception, and upon which our editorial comment was based, came to us through our Pittsburg office and was made upon the authority of the city editor of the *Pittsburg Gazette*, in which paper the details of the proposed arrangement were published. Since receiving the disclaimer of Mr. Lewis, we have referred the matter back to Pittsburg, with the result that the *Gazette* editor states: "The article is correct in every detail," and adds that no objection has been made to the *Gazette* regarding it, either by Mr. Lewis or by any of the union officials in Pittsburg, although he is satisfied that they must have seen it, as it occupied a prominent place and was accompanied by Mr. Lewis' portrait. As between the two statements we must leave the verdict open.

THE BLACK DIAMOND.

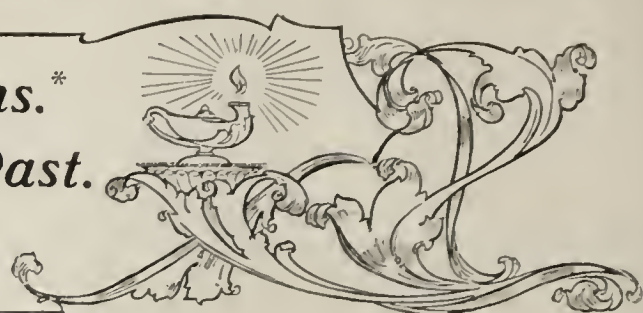




## By-Product Coke Ovens.\*

### Part I; The Era of the Past.

By Edwin A. Moore.



Like all other innovations of great moment which have revolutionized various important industries in this country, and doubtless all other countries, there have been many barriers, seemingly unsurmountable, which militated against the introduction of this one. The by-product, or more properly the retort, coke oven was akin to various industries which were given birth in European countries almost contemporaneously with the early practical demonstrations of the steam engine, locomotive and steamboat. It is noteworthy that William Murdock, who introduced the gas retort, was an associate of James Watt in their early joint efforts in mechanical pursuits.

Notwithstanding the early recognition of the value and merits of the by-product coking process, little is recorded of the continuous efforts made to establish the industry upon a practical commercial basis from the latter part of the eighteenth century until about the middle of the nineteenth century, when it is recorded that in 1856 one Knab, a Frenchman, built some retort coke ovens adapted to the saving of tar and ammonia, and utilizing gas for illuminating purposes. Improvements upon the Knab ovens were made by Simon and Carves and C. Seibel, of France; Albert Hüessner, of Germany, and Coppee, in the development of non-recovery ovens.

It remained, however, for Dr. C. Otto & Co., of Thalhausen-on-the-Ruhr, Germany, to stem the tide of prejudice growing out of the more or less serious impediments to an unqualified success in the production of metallurgical coke, brought about by the failure of those previously engaged in the industry to promptly recognize the demands for the slight changes and improvements needed to establish, upon an assured basis, an acceptable system. To this end Dr. C. Otto & Co. introduced the very valuable addition of the Siemens regenerator, with its important economic advantages—which improvement was patented by Gustav Hoffman—combining therein the Otto-Hoffman system of by-product ovens.

#### The Otto-Hoffman System.

It is to this type of oven that your attention is particularly invited, since it has been the writer's privilege to be identified with the design and construction of a number of the plants installed in this country during the past few years.

Notwithstanding the fact that the early struggles of the pioneers in the development of by-product ovens, from 1856 to 1881, had been crowned with great success by the valuable practical improvements culminating in the Otto-Hoffman ovens, which were rapidly being installed throughout Germany and elsewhere on the continent, the industry was not introduced into this country until 1894, when Dr. F. Schniewind, now vice-president of the United Coke & Gas Co., who was identified with the industry abroad, was commissioned by Dr. C. Otto & Co., the parent company, to introduce the system into this country. After repeated efforts through various channels of exploitation, the interest of capitalists was enlisted, resulting in the formation of the Otto Coke & Chemical Co., which was soon enlarged into the United Coke & Gas Co., organized by the late William L. Elkins, Jr., of Philadelphia, who was its first president, and remained so until his untimely death in March, 1902.

In spite of the rapid growth and unqualified success of by-product ovens abroad and the known fact that the antiquated beehive oven was rapidly becoming obsolete, it became a very difficult task to interest blast furnace people in the consideration of the matter. It is the old, old story over again, of struggles, trials and hardships, intermingled with hope, spurred on by the faith that finally triumphed, in securing the interest of the alert officials of the Cambria Steel

Company, Johnstown, Pa. They sent experts abroad to investigate the merits of the system, actuated primarily by a desire for some method of coking the vast quantities of coal which practically underlaid their steel plant, but which on account of its low volatile nature could not be coked with commercial success in a beehive oven. The report of the investigators, upon their return, recommended the installation of a trial plant as the most feasible if not the only possible means open to them for the profitable utilization of this underlying coal. It requires but slight reflection to recognize the enormous advantages accruing to them in cheapening the production of their steel plant with such a natural condition of mining the coal, coking it, and utilizing it in the conversion of metal, almost within the shadow of the blast furnace stack.

#### Abnormal Swelling of Cambria Coal.

A careful investigation and test of the coal by Dr. Schniewind revealed its extraordinary character, bearing out the full knowledge of its peculiar swelling nature, dreaded by the Cambria people as a potent element sure to work havoc with the oven construction to such an extent, possibly, as to make the plan impractical, even though the type of oven, with its regenerative system, might be successful with such a low yield of gas from such a low volatile coal to coke the same. Furthermore, necessity for washing the coal imposed an additional hardship by requiring more gas to heat the ovens to drive out the moisture from the washing process.

Less courageous persons than those handling the affairs in connection with this proposition would doubtless have dealt a severe blow to the introduction of the industry. It was a bold stroke, considering the apparently impossible nature of the undertaking; failure meant a very severe defeat. On the other hand, success meant the establishment of an excellent foundation upon which to build later achievements. Courage prevailed. A contract was entered into for a plant consisting of sixty ovens, arranged in two batteries of thirty ovens each, with a complete by-product plant for the treatment of the gas and recovery of the tar and ammonia. Success crowned the efforts of the undertaking, excellent coke being produced from the seemingly uncokeable coal. Thus was launched, against most trying odds, this new industry in this country.

Contemporaneously with the installation of this plant for the Cambria Steel Co., the Solvay Process Co., of Syracuse, N. Y., installed a small plant consisting, as we understand it, of about twelve ovens for use in connection with their soda-ash plant. We believe this plant was later enlarged to thirty ovens, thus forming the nucleus of a business enterprise involving the organization of a by-product coke oven company known as the Semet-Solvay Co. The ovens installed by them are heated by means of longitudinal horizontal flues without regenerative system, while the Otto-Hoffman ovens, which we are especially considering, employ vertical heating flues arranged in combination with the regenerative system previously alluded to.

#### Constructive Features of These Ovens.

The constructive features of a general plant are shown in the accompanying sectional drawing. It must be borne in mind that the ovens proper are designed to be sealed so as to be as nearly tight as possible, inasmuch as the carbonizing or distillation of the coal takes place by the radiation of the heat from the vertical flues penetrating the side walls. The method of operation is as follows:

When the ovens are newly built they are first heated either by wood or coke firing in the ovens themselves, or by means of gas supplied from

some other source. Very great care is necessarily exercised in heating the great mass of brickwork to a proper coking temperature, the purpose being to avoid too rapid expansion, which would be likely to distort the alignment of the ovens or produce cracks or joints through which the gas would leak from the ovens into the flues, or *vice versa*, either case being detrimental to the economical operation of the ovens. The heating process having been concluded, coal is charged into the ovens according to a regular schedule, great care being exercised not to charge too rapidly, in order to avoid the chilling or cooling off of the primary heats. As quickly as the gas commences to properly evolve from the coal it is conveyed through the standpipes and drop valves connecting the ovens into the collecting mains, indicated by the letter U, which are utilized for conveying the gas to the condensing house. It will be observed that this drawing shows two collecting mains, one for the rich gas, the other for the poor gas, which will be explained in greater detail later on, inasmuch as we are now confining ourselves to the method of heating and operating the ovens. The rich or surplus gas is used for illuminating or other purposes; the poor gas is commonly called fuel gas, and is utilized for the continuous heating of the ovens. It is supplied to the ovens through the fuel mains, L, by means of the individual burner pipes, K, alternately. The air of combustion is supplied by being brought from the atmosphere underneath the oven brickwork through the chambers, M, connected at the extreme end of the battery by the cross-header, N, from which it returns through the longitudinal flues, O, being drawn through by a fan and forced into the longitudinal flue, G, underneath the checker-work in the regenerative chamber.

#### Gradual Heating of the Air.

In passing from the atmosphere to the regenerators the temperature is increased to about 800° F., and is further increased in passing upward through the regenerative checker-work to 1,500° or 1,800° F. A port, J, is provided connecting the air chamber under each oven with the regenerative chamber. The preheated air passing through this port comes in contact with the gas admitted from the fuel line through the burner, K; the principal combustion, therefore, takes place in the chambers provided under each oven, and the materials for further combustion being uniformly distributed from the combustion chamber upward through one-half of the vertical flues into the upper horizontal flue, which conveys it across and down the other half of the vertical flues, thence through the divided portion of the combustion and air chambers into the regenerator on the other side, where the surplus or off-heat is stored up in the regenerative checker-work. The heating is done alternately. Generally the gas and air are supplied through one-half of the oven for one-half hour and reversed the next half, thus pursuing the process of giving up and restoring the surplus or off-heat and utilizing the same to an increased efficiency in the gas consumption for heating the ovens. The more carefully this feature of the oven operation is carried out the greater are the results in surplus gas for illuminating or other purposes. The temperature of the off-gas to the stack should not go above 600° F. The heat value of the fuel gas is nominally 550 B. T. U. per cubic foot. The rich or surplus gas usually runs from 700 to 750 B. T. U. The amount of fuel gas consumed per ton of coal varies from fifty to sixty per cent of the total volume of gas driven off. The amount of gas per ton of coal nominally averages from nine thousand to ten thousand cubic feet, depending, of course, upon the character of coal used.

This will be more fully dealt with, subsequently, in connection with the general descrip-

\* A paper read before the Engineers' Club of Philadelphia and forming a part of its Proceedings for July.



tion of a complete plant. This drawing will serve to demonstrate the seriousness of the problem undertaken in connection with the plant of the Cambria Steel Company, when it is known that the coal to be used by them in this type of oven, as we have previously stated, will swell during the process of coking to such an extent as to raise the tops from the ovens and push the doors out on each end, though solidly clamped with steel bars, unless sufficient space is permitted to remain between the top of the oven and the top of the coal charge to allow of this expansion. Furthermore, the force is so great that, unless care is exercised in charging and pushing the ovens in proper sequence, the side walls will be distorted and thrown seriously out of alignment, thus rendering them very difficult to discharge. The oven-wall construction employed in the Otto-Hoffman oven is believed to be the only type of construction which will withstand, with any degree of satisfaction and long life of service, the requirements of this coal. The character of coal to be used is a very important feature to be considered in connection with the determination of the building of any by-product coke oven plant, as we have discovered from time to time, by exhaustive tests made, the same element of detriment existing in various other *low volatile coals* which otherwise possess excellent coking qualities.

Following the installation of the plant of the Cambria Steel Co. it was deemed necessary by the officials of the United Coke & Gas Co., in order to more generally and practically demonstrate the possibilities of the by-product coke ovens with special reference to the production of metallurgical coke, to install a plant of sufficient producing capacity to supply the requirements of an ordinary sized blast furnace. A site was accordingly selected at Glassport, adjoining McKeesport, near Pittsburg, as being centrally and most suitably located to engage the attention of blast furnace managers in the Pittsburg district, and at the same time be convenient to various blast furnaces which could readily be supplied from this plant, as well as enjoy the advantages of a suitable coal supply; also to permit the sending of various coals from various fields by interested parties to have it coked, and enable them to use the same for trial purposes in their furnaces. In addition, an experimental laboratory and test ovens were arranged for the trying out and testing of coals in carload lots. One hundred and twenty ovens, each thirty-three feet long, having a coal charging capacity of about six tons, arranged in four batteries of thirty ovens each, were installed, together with a complete by-product plant.

#### Rich Gas and Poor Gas.

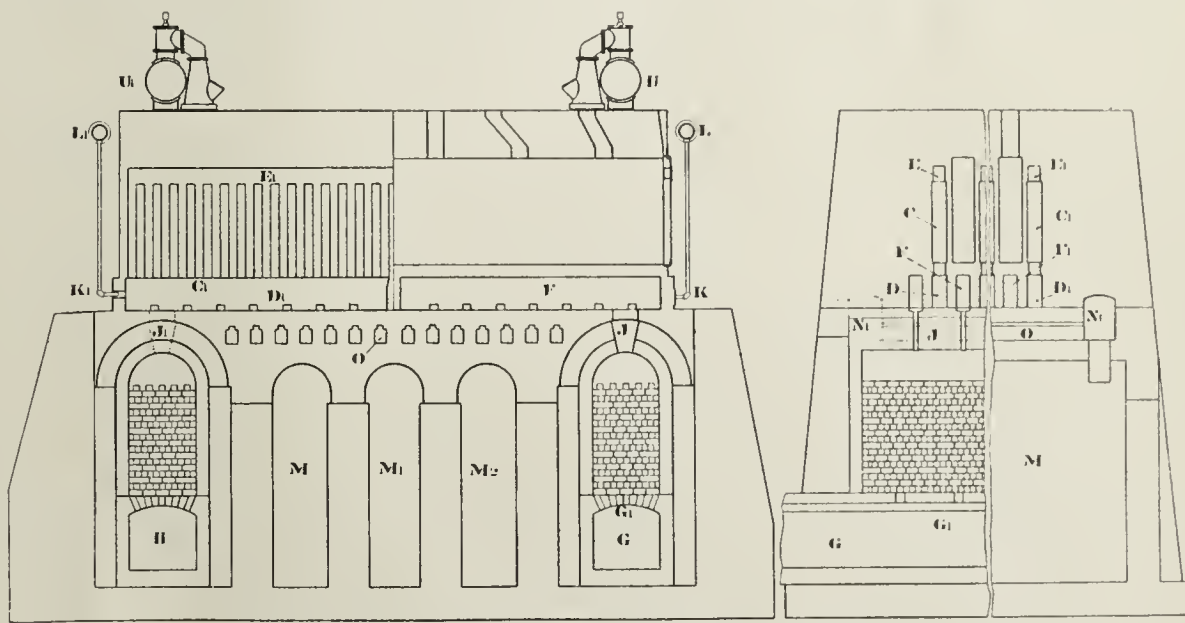
A special feature was introduced in connection with this plant, consisting of the separation of the rich and poor fractions of the gas evolved from the coal; hence the rich and poor mains, previously alluded to, were provided. During the first period—from twelve to thirteen hours—of the coking process the gas from the coal is conveyed into the rich main by means of the standpipes and drop valves, and for the balance of the period is turned into the poor main. The rich gas being much higher in heating value, and very high in illuminants, made a gas of excellent quality for illuminating purposes. This was regarded as a very important step in the development of the industry and was accordingly carefully protected by letters patent, the wisdom of which will be very apparent in our later remarks. This feature involves the direct separation of the two qualities of gas during the entire treatment throughout the condensing-house, up to and including the process of extraction of the ammonia, and further processes to be brought out later. This plant was placed in successful operation and has been maintained continuously with particular reference to the purpose of its original installation, various contracts being made from time to time with parties who use the product for testing the coke value, and for exploitation and development purposes along other lines.

The marked success of the illuminating gas feature developed in connection with the operation of the Glassport plant, coupled with the discovery of the Dominion coal-fields at Cape Breton, Nova Scotia, early in 1896, and the low price at which the coal could be laid down in Boston, and also governed by the fact that the

coal produced was of good coking quality and highly volatile, therefore containing large yields of tar and ammonia, prompted the organization of the New England Gas & Coke Co., which was duly organized for the purpose of installing a large plant consisting of four hundred ovens, which would convert, nominally, 2,000 to 2,500 tons of coal per day into coke for supplying the New England market, particularly the railroads, with a smokeless fuel, and the city of Boston with an excellent domestic fuel. In addition thereto, the city of Boston and the outlying districts could be supplied with the surplus gas which had proved to be of excellent quality.

As the four hundred-oven plant of the New England Gas & Coke Co. was nearing completion a contract was entered into for the construction of a plant of four hundred ovens for the Dominion Iron & Steel Co., at Sydney, Cape Breton, Nova Scotia, for the production of coke to be made from the Dominion coal for use in the modern blast furnaces which they built. The gas at this plant is consumed entirely for fuel purposes, mostly for heating open-hearth furnaces and firing the boilers. In combination with this is a very complete coal-washing plant for the reduction of the sulphur, and, in addition, the English syndicate which has contracted for the tar has installed a plant for its distillation and treatment.

Prior to the completion of the Sydney plant



Constructive Features of a By-Product Coke Oven.

the Hamilton-Otto Coke Co., of Hamilton, Ohio, was organized and contracted for a plant of fifty ovens, arranged with rich and poor systems for the treatment of gas for illuminating and fuel purposes. The promoters of the enterprise were alive to the advantages of the local situation as affording a new field for the disposition of the coke output for foundry purposes, when properly selected, and the residue advantageously converted into domestic sizes. The market was ripe for the use of so excellent a substitute for anthracite coal, much superior to the ordinary gas-house coke, to say nothing of the great benefits which could be derived by the community from being able to abandon the use of soft coal as a domestic fuel.

Notwithstanding the fact that the city of Hamilton operates a municipal gas plant, a franchise was obtained and the gas from the coke oven plant was introduced with such pronounced success that, solely because of the superior quality of the gas, we are reliably informed it has resulted in the municipal plant being almost obliged to abandon its business.

Doubtless all my readers are familiar to some extent with the affairs of the Lackawanna Steel Co., with particular reference to the gigantic plant which was planned, built, and put in operation at Buffalo during the past five years, as well as the leasing and operation of blast furnaces in the Lebanon Valley district. It was only natural, in the planning of such enormous plants, that they should incorporate the most advanced methods for the production of material and completion of product tending to the reduction of cost and rapidly increasing output which the most industrious research, careful investigations and advanced engineering skill should suggest. This was undoubtedly the very earnest desire

of the promoters and financial interests. Surely one of the most important means tributary to the fulfillment of this expectation was the coke supply. Knowledge of the excellent character of the coke obtained by the Cambria Steel Co. led them, when an opportunity offered, to purchase a large tract of what was believed to be similar coal, and they proceeded to open and equip mines. Samples of the coal were taken and exhaustive coking tests made at the Glassport plant, under the direct supervision of the superintendent and his associates of their coke oven department. The results were made the basis of a report substantiating the fact that the coal was of good coking quality, though high in sulphur, which would require washing, but so low in volatile as to make it worth considering only in connection with by-product coke ovens. The outcome was a contract made with the United Coke & Gas Co. for licenses for two plants, one of 232 ovens to be located at Lebanon, Pa., and one plant at Buffalo, N. Y., of 564 ovens, with a combined coke producing capacity of about 3,800 net tons per day of twenty-four hours. The working of the coal property unfortunately proved unsatisfactory, and a combination of conditions in connection with the general affairs of the company, growing out of a change of the executive heads and management, compelled a suspension of the mining properties, and, consequently, of the coke oven

department; but the Lebanon and Buffalo coke plants have again been put in operation, arrangements having been made for coal suited to their needs. Foundations are completed and coal-handling facilities are provided at the Buffalo plant for the installation of 1,120 ovens, making, when completed, by great odds the largest by-product coke plant in the world, capable of carbonizing at least 6,500 net tons of coal per day.

A description of the first half of the Buffalo plant, consisting of 564 ovens, will follow later.

Thus we conclude what may be appropriately regarded as the past era of the by-product ovens of the Otto-Hoffman type. During this period the Smet-Solvay Co. erected plants at Dunbar, Pa., Sharon, Pa., Wheeling, W. Va., Ensley, Ala., and Detroit, Mich., all except the Detroit plant being for blast furnace coke. The Detroit plant was built by the Solvay Process Co. for its own ammonia needs, the coke being used for foundry, furnace, and domestic purposes.

Despite the numerous obstacles encountered, both engineering and commercial, the jeers of skeptics, the sneers of critics, the doubting Thomases, the cold-water and wet-blanket crowds, such as are ever ready to thwart the purposes of progress, this industry has made such rapid strides that it has come abreast of the spirit of the present time, and during recent years has commanded the recognition of engineers in both the metallurgical and gas manufacturing departments of our schools of progress, arresting the considerate attention of the "captains of industry."

[Part II: The Present Era, will be published next week.]



# Car Distribution on the Illinois Central Railroad.

The Illinois Central railroad has completed a series of meetings with coal operators located on its line, the purpose of which meetings was to outline a plan of car distribution among the mines. F. H. Harwood, coal traffic manager, O. S. Keith, superintendent of transportation, J. M. Daly, car accountant, and the various division officers represented the railroad. The meetings were held at Chicago, St. Louis, Paducah, Ky., and Evansville, Ind. One of the chief subjects considered was the mine rating, this being the key to the whole plan. On the Illinois Central railroad there are seven coal districts corresponding for the most part to divisions of the road, and one on the Indianapolis Southern railroad, viz.: Illinois Central railroad, St. Louis division, Springfield division, Louisville division, Nashville division, Freeport division, Peoria division, Chicago division; Indianapolis Southern railroad, Indiana district.

The plan which will be put into operation about September first contemplates pro rata distribution of cars to the several divisions based on the rating of the mines in each of them and pro rata distribution from division offices among the various mines, each mine receiving its percentage of available cars based on its rating.

A mine rated at one thousand tons per day if furnished with a full supply will be charged

with one hundred per cent whether or not the cars are loaded. All empties, unbilled loads and part loads will be counted a part of the mine's requirements the following day and each day until loaded and billed out. This penalty will result in releasing equipment that heretofore was held on mine tracks.

In the event there is not a full supply of cars on any one day, each mine receives its percentage proportion and should the railroad company fail on any day to give any of the mines its proportion the difference will be made up the next day or as soon as possible. A record of the distribution will be kept in the various division offices. Such records will be open for public inspection and it is intended that each mine in the several districts shall, at the end of each week or month, receive its percentage of cars. The rating of the mines was not made on the hoisting capacity, but on the actual business done under normal conditions.

Any mine can reduce its rating at any time by giving notice to the railroad company and the reduced rating will be considered as one hundred per cent. For example: If a mine is rated at one thousand tons and for any reason does not want to load more than five hundred tons on a given day, this last rating, five hundred tons, will be considered one hundred per cent for that day.

In the event there is a full supply of cars the mine gets five hundred tons of empties. If, however, there is only a seventy-five per cent supply on the district the mine receives 375 tons. The next day it can if so desired go back to the original rating of one thousand tons. A rating higher than the original rating can not be made without investigation or test and when increased all operators on the division will be notified.

The plan was met with favor by the operators and the ratings established were with but few exceptions agreeable to all, so that it is believed a basis of car distribution has been established which will be equitable to all concerned.

The rating of the mines shows a total of \$4,415 tons per day and covers one hundred and sixty mining operations in Illinois, Indiana and Kentucky. The smallest rating for any one mine is one hundred tons; the highest is two thousand tons per day. Several mines rated at 1,500 to 2,000 tons have loaded as high as 2,500 to 2,700 tons per day, but such loading was unusual and was not taken into consideration, as not indicating the rating to which the mines were properly entitled.

We append a complete list of the mines on the Illinois Central lines, their location, and their rating as now established; also the rules adopted for governing distribution of cars:

## ST. LOUIS DIVISION.

OPERATORS—	Location of Mines.	Name of Mine and Rating per Day.	Tons.
Centralia Coal Company	Centralia, Ill.	No. 2	1,000
Centralia Coal Company	Centralia, Ill.	No. 3	1,000
Centralia Coal Company	Centralia, Ill.	No. 4	1,000
Kuhn, Adam	Bois, Ill.		350
Brilliant Coal & Coke Co.	DuQuoin, Ill.	Brilliant	350
Greenwood-Davis Coal Co.	DuQuoin, Ill.	Greenwood	275
Bailey Bros. Coal Co.	DuQuoin, Ill.	Sun	275
*Perry County Coal Co.	DuQuoin, Ill.	Perry	160
DuQuoin Fuel Co.	DuQuoin, Ill.	Pope	275
DuQuoin Coal Co.	DuQuoin, Ill.	DuQuoin	350
Jupiter Coal & Mining Co.	DuQuoin, Ill.	No. 1	240
Jupiter Coal & Mining Co.	DuQuoin, Ill.	No. 5	100
New Moon Mining Co.	DuQuoin, Ill.	New Moon	100
Imperial Coal & Mining Co.	DuQuoin, Ill.	Imperial	300
Diamond Fuel Co.	DuQuoin, Ill.	Diamond	200
Davis Coal & Iron Co.	DuQuoin, Ill.	Queen	750
Forrester Coal & Coke Co.	Paradise, Ill.	Paradise	1,100
Majestic Coal & Coke Co.	Cineh, Ill.	Majestic	1,500
Muddy Valley Mining & Manufacturing Co.	Hallidayboro, Ill.		900
Chicago & Carbondale Coal Co.	Ward, Ill.		540
Inland Coal & Washing Co.	DeSoto, Ill.		580
*Culley, J. L.	DeSoto, Ill.		100
*Galatia Coal Co.	Galatia, Ill.		360
Benton Coal Co.	Benton, Ill.		400
*Eldorado Coal Co.	Eldorado, Ill.	No. 8	500
Little Muddy Coal Co.	Tamaroa, Ill.	Little Muddy	400
Zeigler Coal Co.	Zeigler, Ill.		1,000
Madison Coal Corporation	Belleville, Ill.	Crown	340
Senior, L.	Belleville, Ill.	Branch	200
Murphy, Fred	Belleville, Ill.	Murphy	100
Hippard Coal Co.	Belleville, Ill.	Walnut Valley	100
Hippard Coal Co.	Belleville, Ill.	Hippard	320
Phuhl, Herman	Belleville, Ill.	Richland	350
Missouri & Illinois Coal Co.	Wilderman, Ill.	Wilderman	320
Missouri & Illinois Coal Co.	St. Clair, Ill.	St. Clair	240
Avery Coal & Mining Co.	Freeburg, Ill.	Randall	380
Sunlight Coal Co.	Freeburg, Ill.	Freeburg	280
Dutch Hill Coal Co.	New Athens, Ill.	Darmstatter	100
Kolb Coal Co.	New Athens, Ill.	No. 1	300
Kolb Coal Co.	New Athens, Ill.	No. 3	140
Tirre Coal & Mining Co.	Lenzburg, Ill.	New Lenzburg	360
Avery Coal & Mining Co.	Marissa, Ill.	Advance	120
Jones Bros. Coal & Mining Co.	Marissa, Ill.	Eureka No. 1	400
Jones Bros. Coal & Mining Co.	Marissa, Ill.	Eureka No. 2	320
Borders Coal Co.	Marissa, Ill.	Borders No. 1	500
Borders Coal Co.	Marissa, Ill.	Borders No. 2	400
Marissa Coal & Mining Co.	Marissa, Ill.	Marissa	400
Johnson Coal Co.	Marissa, Ill.	O. K.	400
Avery Coal & Mining Co.	Marissa, Ill.	Oak Ridge	360
*Meek, T. H., Coal Co.	Marissa, Ill.	Meek	210
Tilden Coal Co.	Tilden, Ill.	Tilden	440
Crystal Coal Co.	Tilden, Ill.	Crystal	560
Coulterville Coal Co.	Coulterville, Ill.	Consul	280
Coulterville Mining Co.	Coulterville, Ill.	Coulterville	120
Chicago-Coulterville Coal Co.	Coulterville, Ill.	Vulcan	500
Bald Eagle Mining Co.	Winkle, Ill.		200
White Walnut Coal Co.	Pinckneyville, Ill.	White Walnut	600
*Big Muddy Coal & Iron Co.	Murphysboro, Ill.	Harrison	900
*Big Muddy Coal & Iron Co.	Murphysboro, Ill.	Mt. Carhon	850
Gartside Coal Co.	Murphysboro, Ill.	Gartside	240
*Big Muddy Coal & Iron Co.	Murphysboro, Ill.	No. 9	200
Hafer Washed Coal Co.	Cartersville, Ill.	Wilson	A
Madison Coal Corporation	Cartersville, Ill.	Dawes	1,400
Cartersville Coal Co.	Cartersville, Ill.	Burr A	A
Cartersville Coal Co.	Cartersville, Ill.	Burr C	1,200
Sunnyside Coal Co.	Herrin, Ill.		2,000
Chicago-Herrin Coal Co.	Herrin, Ill.		900
Chicago & Cartersville Coal Co.	Herrin, Ill.	Peters	2,000
*Big Muddy Coal & Iron Co.	Herrin, Ill.	No. 7	2,000
The Cartersville & Herrin Coal Co.	Herrin, Ill.	Jefferies	600
Hafer Washed Coal Co.	E. Cartersville, Ill.	No. 3	1,200
Cartersville Mining Co.	E. Cartersville, Ill.	No. 2	500
Cartersville Mining Co.	E. Cartersville, Ill.	No. 1	800
Johnston City-Cartersville Coal Co.	Johnston City, Ill.	Oak Ridge	360
Cartersville Mining Co.	Cambria, Ill.	Lauder	400
Robert Dick Coal Co.	Cambria, Ill.	Dick	700
Donaly-Koennecke Coal Co.	Cambria, Ill.	Donaly	800
Cartersville & Big Muddy Coal Co.	Cambria, Ill.	John	840
Madison Coal Corporation	Cambria, Ill.	Colp	500

41,895

## SPRINGFIELD DIVISION.

NAMES OF MINES—	Located at—	Rating.
Sandoval Coal & Mining Co., No. 1	Sandoval	700
Sandoval Coal & Mining Co., No. 2	Sandoval	400
Smith-Lohr Coal & Mining Co.	Pana	800
Penwell Coal Mining Co.	Pana	1,100
Pana Coal Co., No. 1	Pana	500
Pana Coal Co., No. 2	Pana	1,300
Assumption Coal & Mining Co.	Assumption	400
Moweaqua Coal Mining Co.	Moweaqua	500
Barclay Coal & Mining Co.	Barclay	600
Standard Washed Coal Co.	Clear Lake	800
Standard Washed Coal Co.	Spaulding	800
Sangamon Coal Co.	Springfield	500
*Decatur Coal Co.	Decatur	100
*Manufacturers & Consumers Coal Co.	Decatur	100
*Lincoln Mining Co.	Lincoln	400
*Capital Coal Co.	Springfield	400
*Home Coal Co.	Mt. Pulaski	100
*Springfield Coal Mining Co.	Springfield	500
*Madison Coal Corporation	Divernon	2,000
*Madison Coal Corporation	Mt. O'ive	500
*Madison Coal Corporation	Glen Carbon, No. 4	1,200
*Madison Coal Corporation	Glen Carbon, No. 2	1,200
		15,300

## NASHVILLE DIVISION.

OPERATORS—	Location of Mines.	Name of Mine and Rating per Day.	Tons.
The Southern Tidewater Coaling Co.	Uniontown, Ky.	Union	400
*Waverly Coal & Mining Co.	Waverly, Ky.		200
*Ohio Valley Coal & Mining Co.	DeKoven, Ky.	DeKoven	400
Bell Union Coal & Coke Co.	DeKoven, Ky.	Bell Union	200
Crittenden Coal & Coke Co.	DeKoven, Ky.	Davis	100
West Kentucky Coal Co.	Sturgis, Ky.	Tradewater	500
West Kentucky Coal Co.	Sturgis, Ky.	Wardlow	200
West Kentucky Coal Co.	Wheatcroft, Ky.	Wheatcroft	300
West Kentucky Coal Co.	Wheatcroft, Ky.	Roek Sp'gs	200
West Kentucky Coal Co.	Wheatcroft, Ky.	Caney Fork	100
*Marion Coal Co. of Kentucky	Sullivan, Ky.	Sullivan	100
Thos. Blackwell Coal & Mining Co.	Clay, Ky.	Blackwell	A
The Thomas Coal Co.	Morganfield, Ky.	Thomas	100
The Morganfield Coal & Mining Co.	Morganfield, Ky.		120
Magnolia Coal & Mining Co.	Corydon, Ky.		100
Kentucky Valley Railroad			
Providence Coal Co.			500
Wheatcroft Coal & Mining Co.			120
Fairmont Coal & Mining Co.			100
White & Teague			20
Wanless, Thomas			80
Lacy Wright			40
S. K. Luter			80
Providence Ice Co.			25
R. L. Forsythe & Co.			100
Leeper & Co.			25
			1,420
			4,440

## CHICAGO DIVISION.

OPERATORS—	Location of Mines.	Rating per Day—Tons.
*Kimmundy Coal Co.	Kimmundy, Ill.	100
Odin Coal Co.	Odin, Ill.	800
*Colfax Co-operative Co.	Colfax, Ill.	100
*Consolidated Coal & Iron Co.	Clarke City, Ill.	200
		1,200

## PEORIA DIVISION.

OPERATORS—	Location of Mines.	Rating per Day—Tons.
Latham Coal Co.	Lincoln, Ill.	1,500
Citizens Coal Co.	Lincoln, Ill.	500
Crescent Coal Co.	Evansville, Ind.	300
Sunnyside Coal Co.	Evansville, Ind.	100
Banner Coal Co.	Evansville, Ind.	100
		2,500

\* Absent.

A. Mine closed.



LOUISVILLE DIVISION.

OPERATORS—	Location of Mines.	Name of Mine and Rating per Day. Tons.	
*Taylor Coal Co.	Beaver Dam, Ky.	Taylor's	800
Broadway Coal & Mining Co.	McHenry, Ky.	Broadway	350
Central Coal & Iron Co.	McHenry, Ky.	Render	400
*Williams Coal Co.	McHenry, Ky.	Williams	900
Central Coal & Iron Co.	McHenry, Ky.	McHenry	500
Central Coal & Iron Co.	Echols, Ky.	Echols	500
Central Coal & Iron Co.	Central City, Ky.	Central	700
Dovey Coal Co.	Dovey, Ky.	Dovey	440
Oakland Coal Co.	Central City Ky.	Oakland	300
Hillside Coal & Mining Co.	Central City Ky.	Hillside	A
Hillside Coal Co.	Hillside, Ky.	Woodson	300
Greenville Coal Co.	Central City, Ky.	Powderly	250
The R. Morgan C. C. & M. Co.	Central City, Ky.	Gish	450
Brown-Lain Coal Co.	Central City, Ky.	Mercer	100
*Deanefield Coal Co.	Deanefield, Ky.	Dean	100
*Peacock Coal Company.	Reynolds, Ky.	Reynolds	100
*Fordsville Block Coal Co.	Gaines, Ky.	Gaines	100
Nortonville Coal Co.	Nortonville, Ky.	Nortonville	800
W. G. Doncan Coal Co.	Luzerne, Ky.	Luzerne	1,000
W. G. Doncan Coal Co.	Graham, Ky.	Graham	1,200
St. Bernard Mining Co.	St. Charles, Ky.	Fox Run	1,400
*Daniel Boone Coal Co.	Daniel Boone, Ky.	Daniel Boone	400
Carbondale Coal & Coke Co.	Ilseley, Ky.	Carbondale	300
*Crabtree Coal Mining Co.	Ilseley, Ky.	Crabtree	700
			12,090

FREEPORT DIVISION.

OPERATORS—	Location of Mines.	Rating per Day—Tons.
Minonk Coal Co.	Minonk, Ill.	300
Wenona Coal Co.	Wenona, Ill.	500
Oglesby Coal Co.	Oglesby, Ill.	600
La Salle County Carbon Coal Co., No. 1.	La Salle, Ill.	750
La Salle County Carbon Coal Co., La Salle Mine.	La Salle, Ill.	500
*Rutland Coal Co.	Rutland, Ill.	200
		2,850

INDIANAPOLIS SOUTHERN RAILROAD.

OPERATORS—	Location of Mines.	Rating per Day—Tons.
Indiana Southern Coal Co.	Caledonia, Ind.	400
Indiana Southern Coal Co.	Farnsworth, Ind.	500
Clover Leaf Coal Co.	Cass, Ind.	200
Sullivan County Coal Co.	Dugger (Freeman), Ind.	400
Summit Coal & Mining Co.	Victoria, Ind.	1,000
Sunflower Coal Co.	Dugger, Ind.	1,100
*Victoria Coal Mining Co.	Linton, Ind.	300
*Vulcan Coal Co.	Linton, Ind.	240
		4,110

Revised Rules Governing the Distribution of Cars at Coal Mines Effective September First, 1906.

1. Cars furnished for the loading of Illinois Central Railroad Co.'s coal will not be counted.
2. Cars furnished by foreign railroads to be loaded with their fuel coal will not be counted.
3. Cars owned by coal mine operators when placed at their own mines will not be counted.
4. Cars received from foreign roads in switching service to be placed at a mine upon the tracks of the Illinois Central Railroad Co. will not be counted.
5. All other cars, regardless of the class or initial, will be counted in the distribution and will be distributed to all the mines upon the Illinois Central according to the rating of the mine.
6. A mine located upon the Illinois Central railroad and one or more foreign roads will be given the same rating as though it were located upon the Illinois Central railroad only.
7. A mine located upon the Illinois Central railroad and also having a river outlet, will be given the same rating as though it were located upon the Illinois Central railroad only.
8. Cars will not be furnished mines located on the tracks of other railroad companies not reached by the Illinois Central without instructions from the superintendent of transportation of the Illinois Central railroad.

9. If a mine is furnished its full rating, it will be counted a full supply or one hundred per cent for that day, whether the cars are loaded or not, provided the cars are placed in time to load.
10. If a mine is furnished less than a full supply, it is counted the fraction furnished, whether the cars are loaded or not, if the cars have been ordered and are placed in time to load and provided the minimum tonnage of cars is supplied.
11. Mine operators will inform the railroad company the minimum tonnage necessary for them to have to operate the mine.
12. Should the railroad company fail on any date to place sufficient cars at a mine in time for loading, such cars will not be counted against a mine and the tonnage the mine lost as a result of the railroad company's failure, will be made good on the succeeding day or as soon thereafter as is practicable.
13. Cars left over at mines are counted again the following day and each day until loaded, except that when a mine has empties that are not wanted, they will not be counted commencing with the day following the date the railroad company is given notice by the mine the cars are not wanted.
14. Loads remaining on hand unbilled will be counted as empties each day until shipping directions have been furnished.
15. If a mine loads cars against an embargo, billing will not be accepted and such cars will be counted against a mine the same as empties

- each day until the embargo is raised or other shipping directions furnished.
16. If a mine loads more than its rating, the fractional part in excess of its rating will be counted.
  17. When a mine resumes work after having closed down for any cause, it will be furnished cars commencing with the day work was resumed on the same percentage basis as other mines in the same territory.
  18. Mines should order from the railroad company each day by twelve o'clock noon the cars required for the following day's loading.
  19. To change a rating, the coal mine operator should take the question up with the superintendent of the division of the railroad upon which his mine is located, and the matter will receive prompt attention.
  20. When the established rating of a mine is increased, all coal operators on the division will be notified of the change.
  21. The minimum rating of any mine will be one hundred tons. This includes mines under development.
  22. A record will be kept in the office of the superintendent of the railroad company, showing the rating of each mine, the cars furnished and percentages furnished each mine and these records will be open for the inspection of all coal operators.
  23. A record will be kept in the office of the superintendent of transportation at Chicago, showing the percentages furnished each division and this record will be open for inspection.

The Mexican and Brazilian Coal Trade.

Ausebio Calsado, local representative at Monterey, Mex., of one of the largest companies engaged in development of the Sabinas coal fields, is authority for the statement that his company has just started one hundred coke ovens, and, with upward of a thousand coal miners, is now handling an output of between eight and nine hundred tons of coal per day. This output, Mr. Calsado says, will be more than trebled in six months. The International Railroad handles all the coal output directly from the fields and is itself largely interested, together with several other large concerns. The fields have already brought thousands of persons to the vicinity of Sabinas. Two of the companies have laid off villages where workmen live. These are laid off in streets and lined with well built wooden houses. Mr. Calsado has just returned from the scene of operations and says that the Sabinas fields, with others that have been located in Oaxaca and elsewhere, will be more than able to supply the home demand and that it is only a matter of a short time until all importations from the United States and Germany as well as England will cease.

**Government Mining Not Satisfactory.**

According to Mr. George E. Anderson, United States Consul-General at Rio de Janeiro, present reports are that the work on the government coal mine enterprise in Southern Brazil is not progressing very satisfactorily, and people who have

been especially interested in the success of the effort to establish a fuel supply in Brazil are not very much encouraged over the outlook. Mr. Anderson continues: "It seems that there is considerable friction in the actual management of the work where the hole is being sunk, and the attempt to manage American machinery and mining plans upon a Brazilian basis has so greatly interfered with the work that part of the time it is at a standstill. A large amount of money is being expended and the Brazilian Government apparently intends to establish the coal mining business upon a practical working basis if it is possible to do so, but it seems probable that the outcome of the present situation will be the development of such trouble that the enterprise will be put in the hands of the foreigners who have furnished the machinery and understand working for coal upon modern lines. American fuel producers who contemplate entering the South American market, and inquiries from the United States indicate that their number is on the increase, should consider that even if this mining enterprise is as successful as the American coal expert has expected it to be there probably will be as much of an opening in some respects for American fuel as there is at the present time. It should be realized that the coal expected to be mined in Southern Brazil is not fit for use in its natural state. In fact, American mining men would not think of mining such coal in the United States at the present time. The coal veins prospected are thin and the coal is very

impure, the slices sent to Germany for examination showing sulphur, slate, clay and several other impurities. Those familiar with the enterprise believe that the efforts of the government in its development are directed mainly from considerations for the protection of national interest in case of war. That such a plant as is contemplated will furnish some fuel to the nation may be taken as a matter of course, and the plan of the government to run its own railway to the mouth of the mine, to manufacture sulphuric acid from the by-products of briquette making, and to establish the whole enterprise upon as sound an economic basis as possible, will doubtless in time make itself felt in fuel matters along the Brazilian coast.

**Brazil's Large Importations.**

In the meanwhile Brazilian ports are importing British and other coal in considerable quantities at prices which make the business attractive to American fuel men. The fuel business in Brazil is certain to grow very rapidly in the near future. There is enough of a change in Brazilian industrial methods to promise a more general use of power machinery. There are enough enterprises now on foot to make some difference in fuel matters. With the growing of this fuel trade American interest ought to grow. The business already is here, and it is simply a question whether American coal at American prices can be made more acceptable than the fuel now used."



# Reports from Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, August 23.

The anthracite coal market at tide-water points continues quiet and is simply marking time at the moment, with new business almost at a standstill. The reason for extreme dullness can in a measure be appreciated, when it is known that dealers taking their coal by tide-water shipments have been completely filled up in their storage capacity, in taking advantage of the past discount, so that they are unable to accept any additional cargoes, especially as through the lack of sales at retail, very little coal is moving out of the yards.

## Retailers Heavily Stocked.

They report that their present situation would necessitate the dumping of coal on the ground, there being no room for it in the pockets. While this is sometimes done, to obtain an increased quantity at minimum figures, it is not profitable when the discount reaches the present basis, owing to the cost of twenty-five cents a ton for the re-handling of it. Hence they prefer to hold orders over for full circular prices, which shows a saving of fifteen cents, the advance for next month being only ten cents.

The general condition of the trade, however, seems to be fairly strong, with the distribution of the product mined showing practically no reduction from the two previous months. This indicates that many localities outside of the eastern markets did not accumulate in stock the amount of coal against a strike that was believed had been done at that time, and are in consequence in need of greater supplies at present to make up for the loss in tonnage sustained by the protracted idleness of the mines.

## Principal Shipments are Westward from Mines.

The principal shipments continue to go to western points, both all-rail and by water, the former being probably the more urgent, owing to the slower movement upon it, due to a shortage of box-cars, which are essential in the handling of this business. There is also a fair demand from the outlying districts, to which delivery has been retarded, and we hear of instances where buyers are urging for shipment on orders previously placed. This unfilled business is likely to be subject to the question of car supply as being the most important feature in regulating the delivery of it.

This difficulty is also having a tendency to restrict the output of the mines. That the car situation is likely to become more accentuated, as the fall traffic increases, with those transportation companies having western connections, is already being felt in a number of instances, where mining has been cut down to some extent. With the general demand greatly reduced, as during the current month, which may extend into September, a car shortage is not seriously felt, and often is a factor in curtailing the tonnage, preventing an excess of coal being thrown upon the market. But this condition will be changed as soon as the fall demand sets in. Then the equipment of the railroads will be inadequate, with their heavy traffic in other lines, to meet the conditions in the coal trade.

The local all-rail business, east of the mines, has fallen off considerably, though to more distant points shipments remain steady. Coal of all grades, except the special varieties, is in good supply at the loading ports and prices are well maintained on the company products. The dullness is having some effect on the individual products, causing some concessions to be made, where shipped upon the market without holding orders for same. Sales of this character have been quoted at fifteen cents off the circular figures on the domestic sizes, while the steam grades are offered at a reduction of thirty to forty cents below company prices, in order to avoid demurrage charges.

## Further Improvement in Bituminous Trade.

The Atlantic seaboard bituminous coal trade, in the general market, has maintained the slight improvement noted in our report of last week, and if anything, it is more pronounced on some of the special grades this week. A few more orders seem to be available and usually come from sources least expected, and in cases where favorable prices have been made to move a cargo, consignees receiving same are increasing their orders for further shipment, though this is not agreeable to most producers, who are inclined not to obligate themselves to hold a price beyond the expiration of the current month.

The stimulus given to the trade at this time is thought to be due more largely to the shortage of cars that has recently prevailed than from any immediate short supply of coal in hand. Buyers are commencing to realize that the determining factor in the coal trade this fall will be the supply of cars, which is influencing some of the con-

sumers, regardless of what stocks remain, to place orders for early shipment, fearing lest the delay to a later period might interfere in getting enough coal forward to meet actual requirements.

The car equipment on all lines transporting coal has been inadequate to make the shipments required by operators in supplying the limited business which they hold, rather indicating that as the trade increases, with the approach of colder weather, the effect in retarding the loading of coal at the mines will be seriously felt.

## Shipments on Contracts Increasing.

Shipments and contracts are becoming more regular and are working up toward the full monthly allotments. Probably the weakest spot in the trade is the New York market, which has seemingly fallen in demand and in prices ruling. Whether individual operators anticipated a better demand for spot coal, with the little improvement shown, is not clear to the trade, but the larger amount of coal shipped here in the past few days, for which there are no buyers, has depressed conditions to an extent where the cheaper grades of West Virginia coal are offered down to \$2.10 f. o. b. the shipping ports, while a cargo of Moshannon was sold at \$2.32 a ton. These prices affect only such coals as are shipped upon the market, forcing disposal of them to escape paying demurrage charges. The regular steam grades are quoted at from \$2.65 to \$2.75.

## The Bituminous Coastwise Trade.

Trade in the far east is developing very few new orders and is comparatively more backward in taking on coal, applying to contracts, than the all-rail consumers. Stocks are reported large, but they must be rapidly depleting and it is feared by shippers that orders will be held up until it is too late to give prompt delivery, with additional costs in transportation to defray.

The sound business is thought to be slightly improved and somewhat more coal is going to those ports. The all-rail trade is producing a regular demand, though the tonnage as yet is not large, but better things are expected of it soon.

In the coastwise vessel market, vessels seem to be in good supply and rates are unchanged. We quote current rates of freight from Philadelphia to Boston, Salem and Portland, 60@65c; to the sound, 50@55c; Lynn, Newburyport and Bath, 80@85c; Saco and Gardiner, 90c and towage; Bangor, 75c; Portsmouth, 70c.

# Market News from Buffalo and the Great Lakes Trade.

BUFFALO, August 23.—(Special Correspondence.)—Continued torrid weather has not served to stimulate the anthracite coal trade to any appreciable extent. Dealers are more interested in finding some cool and quiet spot where they can temporarily forget the cares of office, than in the question of finding a market for the output of their mines. Trade is of a scattered nature. There are some dealers who appear inclined to take advantage of the last ten cent discount or rebate of the season, and these parties are sending in some orders, which tends to keep the wheels moving. While the trade is of a vagrant nature, being scattered over a large area, combined it serves to make a respectable business and with the lake trade, which is keeping up remarkably well, gives the sales agents all they care to handle in midsummer.

There is a good, healthy tone to the general trade, and agents are looking for an unusually active fall business. Stocks laid in early in the season are now becoming pretty well depleted, and as soon as the cooler weather comes there is certain to be a rush of orders. Mine affairs appear to be getting in pretty good shape again, and as a rule operators are sanguine of a very profitable fall trade.

So far as lake forwarding is concerned, the quantity put in hull during the past seven days

is practically the same as was handled during the preceding week. To Lake Michigan ports the forwarding amounted to 77,225 tons, and to Lake Superior 27,700 tons, the total being 104,925 tons, distributed as follows:

Destination.	Tons.	Destination.	Tons.
Milwaukee .....	29,475	Chicago .....	38,700
Superior .....	18,200	Manitowoc .....	850
Duluth .....	9,500	Green Bay .....	2,600
Escanaba .....	1,080	Algonac .....	520
Sheboygan .....	3,500	Gladstone .....	500

## Confidence in Bituminous Trade.

Bituminous dealers are still feeling confident, the adjustment of former disagreements with their men having been on a basis satisfactory to all concerned, so that for the next year there is not likely to be any serious friction. The supply coming forward is sufficient to meet all demands, for the big buyers from New York are not yet in evidence and the trade is somewhat restricted. Locally there is a fair demand and prices are keeping up remarkably well.

As expected, the advance in lake rates to Superior ports has served to bring more tonnage into the market, which accounts for heavier shipments to the Minnesota docks. Vesselmen have been fighting shy of Superior cargoes, for taking into account delay in unloading and the rush of ore cargoes, the owners have preferred going up

light, rather than take chances of losing time.

Of course some of the agents are being spurred to activity by those dealers who have orders in for August delivery, for they are disposed to take advantage of the season's last discount, though it is only ten cents a ton. There is consequently quite an amount of rail business considering the midsummer period.

## Retail Business is Light.

Local retailers are still practically idle, but look for a resumption of business within the next two or three weeks.

It is now announced that the Erie railroad will expend \$75,000 on improvements to its freight house in Salamanca.

Announcement has been made that the railroads and coal companies around Cincinnati are completely divorced, the coal companies having sold their railroad securities and the railroads having disposed of their coal holdings. It is reported, however, that an effort will be made to investigate the securities held by former President Zimmerman, of the Cincinnati, Hamilton & Dayton, in an effort to prove that Mr. Zimmerman is actively engaged in coal properties, the product of which is diverted to certain railroads in which he is heavily interested.



## The Philadelphia Coal Trade.

PHILADELPHIA, PA., August 23.—(*Special Correspondence*).—Little interest is shown in regard to anthracite coal conditions, with no substantial amount of business in the market, as things are generally quiet and will remain so during the warm season, providing the custom of former years prevails. Retail yards are thought to be well supplied with coal, as purchases were quite heavy at the previous discount figures with a restricted movement to the consuming trade and there has been little depletion of the stocks since then.

According to estimates of railroad officials as regards the enormous travel to summer resorts, all records have been broken this year and fully one-quarter of the city's population left for a vacation last week, with six thousand family residences closed up and under the special care of the police. With this large exodus from one city alone, it can in a measure be appreciated why trade is dull often being reduced to almost a standstill.

The movement of coal from the mines is not as large as it has been, being curtailed through idle days at the mines, on account of a shortage in the car supply. This condition has regulated the production at the mines to meet the present decreased business, so that the output is restricted to about the current requirements, preventing a general shut down as was the case last year. Shipments are not affected to any extent by the shortage of equipment, as all orders in the hands

of shippers are not urgent from a standpoint of immediate need and deliveries are made as cars can be had for same.

### Summer Dullness in Bituminous.

The bituminous coal trade shows no change from the general conditions that obtained last week, though the local city trade seems to have felt the mid-summer dullness more keenly and is somewhat quieter. This was probably on account of some individual producers being encouraged to increase their output of the mines by a more auspicious market, but were obliged to ship the coal to destination points without holding orders for same, resulting in much depression, both as to demand and prices.

It is looked upon as an unfortunate occurrence, happening just at this time after having upheld the market all summer, so that it was apparently on the verge of obtaining improved conditions. The situation may, however, correct itself shortly through a shortage of cars on practically all lines which may have the tendency to restrict shipment from such mines where the effect would not be so apparent and less injurious to the general trade.

The larger company interests have a good supply of orders for delivery, but are being hampered in moving forward the amount of coal desired by an inadequate supply of cars, causing the mines to be idle for a day or two at a time.

sand tons for the chief port of the Pacific the coming week. Governmental shipments to Manila also continue at pretty regular intervals. One of the recent sailings for Manila recorded a rather unusual achievement, the square-rigged ship S. P. Hitchcock, which arrived in the Philippines last week, having made the run in one hundred and eleven days.

While talking of government contracts it might be well to state that the summer maneuvers of the North Atlantic fleet have turned out to the benefit of a local concern. The Consolidation last week sent north two barge loads to Narragansett and Newport for use of the cruisers and battleships of the fleet.

Outside of the slight improvement in bituminous prices, the strictly local market both for that fuel and for anthracite has shown but little change from the summer dullness. Some little anthracite is coming in, but there is no hustle on the part of retailers to get this, as most of them appear to be pretty well stocked. There does not seem to be any special attractiveness to the dealers in an August reduction rate when they could, and for the most part did, stock pretty well to the limit at a much lower rate.

### Steam Sizes in Too Heavy Supply.

Steam sizes are still somewhat of a drug on the market. The demand is somewhat better, but is not sufficient to provide for the coal that has been arriving. Car supply, however, is reported to be somewhat short for this season of the year, and this evidently promises a resumption of the old troubles when winter rolls around. The household demand for anthracite, as people return to their homes from the resorts and summering places, will brighten up from now on.

The steamer Doris Brooke, which sailed from here during the week from the Port Covington piers of the Western Maryland railroad, carried 3,500 tons of coke for Tampico, and afforded another instance of the increase in shipments of that fuel from this port. The coke is to be used on large sugar plantations and in refineries.

There has been no material change in charter rates of late. The last Boston charters, those of the schooners Marie Palmer, Paul Palmer, Helen J. Seitz and John E. Devlin were at seventy cents. The schooner Sallie I'On has chartered for Jacksonville at \$1.00; the schooner Harry T. Hayward has chartered for Key West at \$1.55 and discharge; the ship Edward Sewell has chartered for San Francisco at \$6.50, and the steamer Domingo de Larrinaga for Vera Cruz at \$1.50.

### Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending August seventh amounted to 143,312 tons, making a total to that date of 3,443,030 tons, as compared with 5,267,127 tons for the corresponding period last year, a decrease of 1,824,097 tons.

Coke tonnage for the same week amounted to 400 tons, making a total this year of 39,393 tons, as compared with 56,990 tons for the same period last year, a decrease for the present year of 17,597 tons.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending August eighteenth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending August 18, 1906..	15,336	20,300	35,637
Corresponding week, 1905.....	10,673	21,834	32,508
Total for 1906.....	479,314	689,974	1,169,289
Corresponding period, 1905....	419,211	578,521	997,732

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 171,557 tons.

### Output, Pittsburgh Coal Co.

The July output of the Pittsburgh Coal Co. was 1,500,000 tons, an increase of thirty-two per cent over the corresponding month last year.

## The New England Coal Trade.

BOSTON, MASS., August 23.—(*Special Correspondence*).—The anthracite coal trade continues quiet and uninteresting with few orders of any importance available. The dealers are so well supplied with coal that they have no spare room left to take on any additional tonnage and do not expect that conditions will be ameliorated in the way of a better demand for some time. In fact, it is generally conceded that no decided improvement in the demand can be looked for before colder weather sets in and consumers come to a realization of their needs.

Light-draught port business is being shipped upon to some extent, though the large quantity of coal shipped to it recently has made the demand less active, but an occasional cargo for shipment on this class of trade, can be expected from time to time as the stocks are reduced until ice closes the ports. There are also remaining a few orders in shippers' hands for coal to be sent from the discharging points, all-rail to the further eastern points.

### Quietness in the All-Rail Trade.

The regular all-rail trade is quiet with orders mostly for small lots, though in the aggregate tonnage it helps out in absorbing the more limited supply consigned to this market. While considerable quantities of the steam sizes are being sent to the New England territory there is nevertheless remaining in stock a large amount of these coals with some of the big consumers who

accumulated them before the labor troubles of the spring.

In the bituminous coal market there is no perceptible change and the trade in a general way is quiet. There is noticeable, however, a little more business from sources where it was known that consumers were heavily stocked and a slight increase for shipment upon the season contracts, which gives a more hopeful feeling that this may be the commencement of better things to prevail in the near future. This change in the status is of recent occurrence and shipments upon it have apparently not yet reached destination points, as evidenced by the fact that vessels arriving in the harbor can find berth room at Mystic wharf without having to anchor as usual under normal conditions.

The later revival of the trade this year, delaying shipments so materially from former years and from what had been expected of it, has not been without its effects on prices in producing an evident favoritism shown to shippers who contracted more freely before April first at former figures. What concessions have been made is not definitely known and they are not thought to have been important, except as it may affect next season's business. Prices remain at \$2.75 f. o. b. Hampton Roads; Georges Creek is quoted at \$2.68 Baltimore, and \$2.75 Philadelphia; the Pennsylvania coals being respectively from twenty to thirty cents below these prices. Vessel rates from the lower ports are 65@70c to Boston.

## The Baltimore Shipping Trade.

BALTIMORE, MD., August 23.—(*Special Correspondence*).—There are two features to the local market, both of which affect bituminous trade. One is the inauguration of the autumn, or rather late summer, recovery, the market showing its first evidences of an upward movement. It can not be said that the demand has stiffened to any great degree, but what has come has been on the right side, and prices are a little more than a shade better. From ten to twenty cents increase on the ton can not of course be hailed as a recovery from the summer depression and lassitude, but still it is a happy augury of what the autumn is confidently expected to bring forth. The second feature of the market is had in the continuance of heavy shipments by water, both for

export and coastwise account. Great interest is being taken as to whether the record breaking export figures of July will be equaled in August. The major portion of the export coal has been going to Mexico. A large proportion is Fairmont coal that recently has been attracting considerable attention, and which the Mexican management of the International railroad has evidently found an excellent locomotive fuel, as the shipments for this purpose have been steadily on the increase.

### Shipments Around Cape Horn.

Shipments around the Horn to Frisco also continue brisk. The Consolidation Coal Co. will, for instance, send out a cargo of three thou-



## Eastern General and Personal Notes.

It is reported from Cardiff, Wales, that twenty-six thousand coal miners went on strike August fifteenth, owing to the employment of non-union workmen in the mines.

Frank Steandel, in charge of the shipping department of the Beech Creek Coal & Coke Co., New York, accompanied by his family, left on Saturday last for the Delaware Water Gap, to enjoy several weeks' vacation, and a well earned rest.

Albert Willcox, an insurance broker, who lived at the Waldorf-Astoria, New York, died on Monday of last week, on the beach at Seabright, N. J., of heart disease. He was fifty-nine years of age and was a brother of David Willcox, president of the Delaware & Hudson Co.

John D. Heissenbuttel, one of the older members of the coal trade in New York city, has been confined to his home in Brooklyn for several weeks past, with a severe attack of rheumatism. Later reports indicate that he is improving and expects to get back to his office shortly.

W. A. Marshall, who is identified with the coal trade at New York, accompanied by his wife and family, left a week ago for Lake Hopatcong, to escape the warm climate of the city for several weeks. Mr. Marshall expects to enjoy his vacation, having been closely confined to business up to this time, and he desires to obtain some rest before the fall activity sets in.

After a trial of oil fuel lasting a year on the torpedo boat Gwin, the officers in command of the reserve torpedo flotilla have recommended to the navy department at Washington that the Gwin be fitted to burn coal instead of petroleum. The best speed obtainable with oil fuel on the Gwin was about sixteen and one-half knots, while her sister boat, the Talbot, on which coal was burned, attained a speed of twenty knots.

The Puritan Coal Mining Co. and the Stineman Coal Mining Co., formerly at 26 South Fifteenth street, Philadelphia, have removed their offices to 808 Real Estate Trust building, Broad and Chestnut streets. The present location of the companies' office brings them in closer contact with the trade, as many of the coal interests have recently taken quarters in this building. It is also conveniently situated to other office buildings, having improved facilities for the transaction of its business.

The strike at the Jermyn mines, Rendham, in the anthracite coal fields, which had been on since February of this year, was settled on Friday of last week through the efforts of Joseph O'Brien, an attorney of Scranton. An agreement was made that the award of the anthracite strike commission should apply to the Jermyn mines, and that work be resumed at No. 1 mine forthwith, and at No. 2 mine as soon as the company can place it in condition. One thousand men are affected by the settlement.

W. R. McTurk, of Philadelphia, representing capitalists of that city, last week leased the anthracite coal tract at Sugarloaf and Black creek, near Hazelton, Pa., which is owned by the Black Creek Lumber Co. The discovery of coal upon this property was recently made. The lessees will soon begin mining on the property, and preparations are now being made for same. W. R. McTurk is the head of W. R. McTurk & Co., who have been coal operators for many years, having a lease on the Girard mine in Schuylkill county.

The discovery last week by the prospectors of the Philadelphia & Reading Coal & Iron Co. of a fourteen-foot Lykens valley red ash vein, at Taylorville, in the Heckscherville valley, Pa., will add many millions of tons of this celebrated coal to the company's present extensive holdings. Shafts are also being sunk to the sea level in the Pottsville district, with the hope of finding additional veins. This discovery makes a very valuable asset, especially as the land upon which the vein was found cost but a few thousand dollars twenty years ago.

The gross earnings of the Lehigh Coal & Navigation Co. during the year 1905 were the best in the history of the company, exceeding by \$313,529 the record year of 1903. The earnings of 1905 are double those of 1895, the year before Mr. Riley assumed the presidency. The coal

production of the company for 1905 amounted to 2,928,304 tons, exceeding the best previous record, in 1904, by 400,000 tons. The coal tonnage of the Lehigh & Susquehanna railroad, and the Lehigh canal, taken together, amounted to 8,222,917 tons, showing an increase of 4,317,524 tons over the year of 1880.

The Eastern Coal & Coke Co., of Hartford, Conn., is a new concern, recently having entered the market to handle the different varieties of coal at wholesale. The persons identified with the corporation are actively engaged in the coal business, and are well known to the trade in the New England territory. The officers of the company are, W. A. Clark, president, who is also president of the W. A. Clark Coal Co., Northampton, Mass.; F. H. Johnston, vice-president, who is president of the City Coal & Wood Co., New Britain, Conn.; G. N. Kearstead, treasurer, who is treasurer of the City Coal Co. at Hartford; Pratt Thompson, secretary and general manager, formerly in business at New Haven, Conn. The object of the new company is to buy and sell coal to the trade in the local and eastern markets.

Washington reports that the *Toronto Globe*, the dominion government organ in Ontario, has caused a good deal of surprise in declaring that parliament, at its session in November, should remove the duty on coal, which it says would largely stimulate manufactures. The *Globe* says that in the fiscal year of 1905, \$2,206,283 was paid in duty on coal. Anthracite coal is free, so that this duty on bituminous coal fell largely on the manufacturing industries. The Dominion Coal Co., the Nova Scotia Co. and other coal mining corporations in the maritime provinces, all of which produce soft coal, are very much opposed to any change in the duty on coal. They claim that, even with the present duty they are unable to hold the Dominion market any further west than Montreal, as the item of freight prevents their competition with American coal west of that point.

J. E. Davis, president of the Island Creek Coal Sales Co., New York, left Friday of last week on a business trip to the west. He will stop in Cleveland to attend to affairs of the company, then going on to Cincinnati, to confer with R. S. McVeigh, western manager, and R. H. Lyman, manager, at the company's offices at that point. Mr. Davis also expects to visit the Island creek coal property at Holden, W. Va., where the owners have recently made extensive developments, to increase the production of the mines, and to secure increased facilities for transportation of the coal. The probable outcome will be the extension of its Island Creek railroad to the Ohio river, a distance of seventy-five miles, with which facilities it is thought the operating company could increase its tonnage to at least two million tons. Mr. Davis expects to return the first of next week.

George D. Watt, general manager of the Loyal Hanna Coal & Coke Company, Philadelphia, will retire from his present position on September first, to become associated with the Three State Lumber Co., in which he holds an interest. Mr. Watt has been connected with the coal company for the past nine years, serving first in the capacity of sales agent at Boston for three years, when he was appointed the company's general manager, on February first, 1900, from which time he has been at the Philadelphia office. He is also a director of the company, and will continue in this office, as he still retains an interest in it. Mr. Watt will hold the position of secretary and treasurer in the lumber company, and will devote his entire time to this interest. The company owns large tracts of valuable timber land in the southeastern states, where it has several large lumber plants.

Lewis Luckenbach, head of the big towing and transportation company, at New York, who had been spending the summer at the Thousand Islands, died suddenly on Saturday, August eighteenth, at his island home. He had not been in good health since he suffered from a stroke of paralysis two years ago, and when he left for his summer home early in the season, his family feared the end would come soon. Mr. Luckenbach was one of the pioneers in the coal towing business in New York harbor, and had become one of the

most important factors in the trade. Born in Germany seventy-one years ago, he emigrated to this country when he was twenty-one, and five years later came to New York to engage in the towing business. His city home, to where the body was sent, and the last services held, is No. 104 Eighth avenue, Brooklyn, where he lived with his wife and only son, Edgar F. Luckenbach.

The state commission appointed in Pennsylvania to select a location for a state hospital for the criminal insane and to commence the erection of the buildings, last week accepted a tract of land containing 625 acres at Fairview, Wayne county, from the Delaware & Hudson Co. The commission was created by the legislature of 1905. The act appropriated \$10,000 for a site and \$150,000 to begin the erection of a building. There were fourteen sites offered to the commission at various prices, but the Delaware & Hudson Co., at first offered two hundred acres gratis. The members considered this too small for the purpose, and negotiated in other directions for several months. The railroad company agreed, last week, to transfer the 625 acres to the state for the proposed hospital for a consideration of five dollars. The site has an elevation of two thousand feet above sea level, and a part of the tract consists of 468 acres farm land, two-thirds of which is under cultivation. It contains a mansion, two large barns, with other buildings, and was at one time known as Fairview Park. The Delaware & Hudson Co.'s tracks reach this property, with switches into the center of the grounds. The company also transfers to the state the culm banks on the site, containing an amount of coal which, it is estimated, will give fuel to the institution for the next twenty years.

The Somerset Coal Co., which is a part of the Consolidation Coal Co., has just opened another immense mine on its lands near Meyersdale, Pa. Vice-President J. H. Wheelwright has spent nearly a week inspecting the situation. Accompanying him were Messrs. Acosta Nichols, of New York; Van Lear Black, of Baltimore, and L. L. Malone, the general manager. In the new district there will be five mines, or shafts, all of which it is intended to serve with electric current from a large central power station, now nearly completed. The mines will have a yearly capacity of 1,000,000 tons, and frequent borings have convinced the officers that the supply is almost limitless. This addition to the Somerset region will mean an annual output by that company alone of fully 2,500,000 tons of soft coal. The new lands now ready for development and working cover about seven square miles and have been owned by the company for some years. This property is in what is known as the Johnstown basin, above the town of Boswell and in the Jenner field. The company has authority to open two mines, which will have a capacity of from 2,000 to 3,000 tons a day, and by fall will have a town of 2,000 near by. Quemahoning creek runs through the property, and it is intended to establish another town on this creek. This will have at least 2,000 inhabitants. These settlements will be ready within twelve months. The company will build a railroad through the property by a short cut of about fourteen miles, connecting with the Baltimore & Ohio. This will mean a saving of about six miles on the route now used from the Somerset field. Most of the coal will find its outlet through Baltimore and should add materially to the coastwise and foreign trade, as well as to the revenue of the railroad and the company.

### Unmined Anthracite Coal.

The acreage and quantity of unmined anthracite coal owned by the various companies is estimated by a Philadelphia authority as follows:

	Acreage.	Unmined Tonnage.
Philadelphia & Reading.....	102,000	2,450,000,000
Delaware & Hudson.....	21,300	260,000,000
Delaware, Lackawanna & Western.....	15,200	400,000,000
Pennsylvania Coal Co.....	12,600	180,000,000
Hillsdale Coal & Iron Co.....	7,200	70,000,000
Lehigh Valley.....	22,720	400,000,000
Lehigh & Wilkesbarre.....	13,600	335,000,000
Lehigh & Luzerne.....	800	5,000,000
Lehigh Coal & Navigation Co.....	9,400	370,000,000
Alliance Coal Mining Co.....	4,000	130,000,000
Pennsylvania Railroad.....	4,280	74,000,000



### Western Retail Notes.

The Northeast Coal Co. has been incorporated at Cincinnati, Ohio, with a capital stock of \$1,000.

The retail coal and wood business of J. E. McClintock, Cherokee, Iowa, has been purchased by E. R. Charleton.

Articles of incorporation have been filed at Kansas City, Mo., by the A. M. Fellows Coal Co., showing a capital stock of \$5,000.

A. J. Skluzaeck & Co., retail coal merchants at Maple Lake, Minn., have erected a large and modern coal shed on their property at that town.

Frank Houghtaling, Indianola, Iowa, has purchased an interest in the coal and feed business of his cousin, Albert Houghtaling, of the same city.

The East Side Fuel & Transfer Co. has been incorporated with a capital stock of \$10,000 at Minneapolis, Minn. The incorporators are A. A. Johnston, Nellie A. Johnston, Minneapolis, and O. J. Arness, of Excelsior.

The Northern Coal & Dock Co., St. Paul, Minn., has started the erection of a new warehouse and coal shed at the corner of Washington and Eagle streets. The structures, when completed, will cost about \$5,000.

The Consumers Anti-Trust Ice & Coal Co. has been incorporated at Guthrie, Okla., with a capital stock of \$500,000. The directors are George S. Foster, L. D. Moore, of St. Louis, Mo., and A. J. McMahan, of Oklahoma City.

Geo. G. Schreiber, of Buell, Morse & Co., West Bend, Iowa, has retired from the firm after managing the business for the past eight years. The firm name is to be changed to Buell & Morse, and the coal and elevator business will be conducted as in the past.

Articles of incorporation have been filed at Champaign, Ill., by the Champaign Coal Co. The capital stock is \$1,000, divided into shares of \$15 each. The duration of the company is twenty-five years, and the incorporators are T. L. Block, J. C. Kruse and F. A. Wilske.

C. A. Cole, Mason City, Iowa, has leased his yards on West Fifth street, that city, to H. C. Bennett, who will engage in the coal and wood business this winter. Mr. Bennette is also owner of the Howe Ice Co., Mason City, which business he purchased early last spring from Gould & Emery.

Math. Schulenberg, a well-known fuel dealer of Minneapolis, and Charles A. Bruce, formerly with the Diamond Fuel Co., Minneapolis, have formed a partnership at Minneapolis under the firm name of Schulenberg & Bruce. For the present the main office of the company will be at 259 Plymouth avenue.

### Eastern Retail Notes.

The Coxie Coal & Coke Co. has been incorporated with a capital stock of \$50,000 at Philadelphia, Pa.

Articles of incorporation have been filed at Philadelphia, Pa., by the Frackville-Gordon Coal Co. The capital of the company is \$5,000.

Alonzo H. Knapp, a retail coal dealer of Paterson, N. J., has been elected president of the Passaic Steel Co. to succeed Nevin McConnell, resigned.

Charles Schug, a coal dealer of Syracuse, N. Y., died recently at his residence, No. 2017 Lodi street, aged fifty-seven years. Mr. Schug was born in Bavaria and came to this city in 1854.

The police authorities of Boston are trying to locate the responsibility for the theft of \$10,000 of Continental Coal & Coke gold six per cent bonds, from the office of C. Fay Morse, a note broker in the Minot building in that city.

The Wimberley & Thomas Hardware Co., the Moore & Handley Hardware Co. and Goodall, Brown & Co., of Birmingham, Ala., have filed a petition in the federal court seeking to have the Merrimac Coal Co., of Jasper, Ala., declared in

involuntary bankruptcy. The debts claimed respectively are \$714.19, \$609.53 and \$154.21, with small sums of interest.

A charter has been granted the L. A. M. Coal Co., Charlotte, N. C., capital stock \$100,000, to deal in coal, wood, feed stuffs, lumber, hides, etc. H. C. Long, D. M. Austin, W. G. McPhee and Thomas W. Long being the stockholders.

Articles of assignment have been filed in the probate court at Montgomery, Ala., by the Bogue-Kunz Coal Co. This company had been in existence for some time. The firm was F. A. Bogue, E. J. Kunze, F. T. Coppersmith. The name of Robert K. Mann was mentioned as the assignee. The amount of the debits and credits were not given.

William H. Waesche, a coal dealer, 1518 Maryland avenue, Baltimore, Md., was fined ten dollars and costs yesterday by Justice Stanley, at the Southwestern police station, on the charge of selling coal less than 2,240 pounds to the ton. Captain Moxley, of the city police, has had Patrolman Hoigley in citizens' clothes for some time watching coal delivered in the district. Mr. Waesche's wagon was stopped on Baltimore street, near Carey street. After being weighed the load, it is alleged, was found to be seventy-five pounds short.

The contractor has commenced work on the construction of a large coal elevator at the Broadway railroad yards, Fulton, N. Y., for F. L. Porter & Co. The structure is to be sixty by thirty feet, while the end and side uprights will consist of twenty-eight-foot posts and the elevator will be forty-six feet high. It will require sixty thousand feet of lumber to build the elevator and it will be divided into six bins, each having a capacity of more than two hundred tons. The capacity of the elevator will be more than thirteen hundred tons. The elevator will be operated by electricity and a seven-horsepower motor will be installed. It will be in operation by September first.

Secretary of State Olin, of Massachusetts has sent to each dealer in coal and coke in the commonwealth a copy of the new law passed by the current legislature relative to licensing of dealers in these commodities, together with a request that dealers will immediately send to his office for cancellation the license issued to them under the old law, with the fee of one dollar for each new license desired. The new law places the granting of licenses in the hands of the secretary at the uniform rate of one dollar per year, and gives any justice of the superior court jurisdiction to revoke the license. Secretary Olin announces that all applicants will be granted licenses of the same number as those held by them at present.

The Broad Exchange, at Broad street and Exchange place, New York city, has bought a new \$325,000 coal chute. Another coal chute was offered to Landlord W. H. Chesebrough for \$1,500,000, but he considered the \$325,000 one good enough for the present. Coal chutes are going up in price every minute in Wall street district. The coal chute for the big office building is at 41 Broad street, a plot 30x100, with an old four-story building on it. For a long time the Broad Exchange has been using the alley which opens on Beaver street to cart in its coal and cart out its ashes. Gen. John G. McCullough and Frederick B. Jennings, who have been buying up property in the alley, finally suggested to the owners of the Broad Exchange that they cease monopolizing traffic with their coal wagons and ash carts. "We will sell you our land for a million and a half, then you can use the alley as you please," they said. This was refused. The claimants went to court and got an order restraining the Broad Exchange from using the alley. It was then that Chesebrough went to Harry L. Topfritz, who had acquired 41 Broad street, and the deal was closed for the thirty-foot frontage.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Bondurant Coal Co. has been incorporated at Pennington Gap, Va., with a capital stock of \$25,000. The incorporators are C. W. Bondurant, president and treasurer, S. N. Bondurant, sec-

retary, and E. W. Pennington, all of Pennington Gap.

The Manchester Coal Co. has been incorporated at Phoenix, Ariz., with a capital stock of \$100,000. The company will also have a Chicago office, the capital for this branch being \$10,000.

The Lacon Coal Co. has been incorporated at Springfield, Ill., for the purpose of mining and selling coal at wholesale. The company has a capital stock of \$2,500, and is incorporated by Robert Rae, Harry E. Brown and D. W. Beggs.

Articles of association have been filed by the Fox Coal Mining Co., capitalization nominal. The company is organized for the purpose of dealing in coal lands, leasing coal lands, operating coal mines and developing coal and other mineral lands. Terre Haute will be the central place of operation. The promoters of the company are John Fox, John F. Fox and George J. Fox, of Riley, Ind.

#### General Western Coal and Coke Notes.

In 1905 398,099 tons of coal were produced in Iowa for each life lost, said to be the lowest accidental death rate in the United States.

It is announced that the headquarters of the Union Pacific Coal Co. will be removed from Omaha to Cheyenne, Wyo. The transfer will occur within thirty days.

The coal washer at mine No. 15 of the Consolidated Coal Co., at Mount Olive, Ill., was destroyed by fire last week. It was erected a year ago at a cost of \$90,000. The loss was largely covered by insurance.

The work of hoisting coal from the new shaft of the Co-operative Coal Co., Carlyle, Ill., was commenced last week. The first consignment of coal from the new mine was sent to the B. & O. Condensing Co., of that city.

All records for heavy coal tonnage carried from a lower lake port to the head of the lakes were broken last week with the arrival of the steamer Henry B. Smith, at Superior, Wis., with 16,731 tons aboard. This beats the previous record by nearly thirty tons.

The mine at New Berlin, Ill., recently sold by the Island Grove Coal Co. to J. L. Hudson, of Springfield, has at least temporarily been put out of business by J. T. Burns, president of the United Mine Workers of the district, who has annulled the charter of this local.

Coal mines No. 9 and No. 10 at Coalgate, near McAlester, Ind. Ter., owned by the Missouri, Kansas & Texas railway were flooded by a creek backing up as the result of the recent heavy rains. Property valued at \$2,000,000 is badly damaged and six hundred men are out of employment.

An injunction has been issued against the Chicago-Coulterville Coal Co. in the circuit court at Kansas City, Mo., enjoining the directors from selling the assets of the company without the consent of A. E. Pinkney and I. R. Kellogg, who claim to own forty-five shares of the stock, valued at \$10,000.

The tippie and hoisting works of the Royal Coal Co.'s large mine, three miles north of Belleville, Ill., were destroyed by fire August sixteenth. There were one hundred and fifty miners in the mine at the time and they were imprisoned for over three hours, but no serious accidents occurred. The loss is about \$20,000.

The Crystal Coal Co., of Tilden, Ill., in which Dr. J. S. Lewis and Roseoe Lewis, of Carbondale, Ill., are directors, will hold a meeting September fifteenth, for the purpose of increasing the capital stock of the company from \$30,000 to \$80,000. Other directors of the Crystal Coal Co. are W. S. Wilson, Thos. Horn and Wm. Stevenson.

At a depth of 140 feet a forty-inch vein of bituminous coal was uncovered by a syndicate which owns land one mile from Garland, Kas. The find is regarded as a rich one, and will go far toward making that town a mining center. The coal lies close to the railroad and appears easy to work. Garland is one hundred miles south of Kansas City.

Several hundred dollars will be expended by the Wabash on the mine tracks for the Stonington Coal Co. at Stonington, Ill. There will be two tracks, each five hundred feet long. At present the mine has two tracks 1,400 feet long. The



extension will give it two tracks each 1,900 feet long. The extension is made to accommodate the growing business at the mine.

The district court at Atchison, Kas., has appointed George Gurrier receiver of the Atchison Coal & Mining Co., which has been engaged in developing the fine Atchison vein of coal, discovered at a depth of nearly twelve hundred feet. The company has a paid up capital of \$200,000, which it has expended, and is \$90,000 in debt. Having reached its borrowing limit the directors decided upon the course taken, and the receivership is a friendly proceeding. All the claims against the concern are held in Atchison, and there are two hundred stockholders of the company, nearly all citizens of that place. Hope of financing the company and developing the mine has by no means been abandoned, and it is believed arrangements can be made to continue mining with capital ample to carry out the development work.

The No. 6 mine of the American Coal Co., situated at Flagler, Iowa, has been abandoned, at least for the present, the mine having been closed down and men set to work pulling out the tracking and all the sound timbers. The decision to close the mine came about after a conference between the operators and miners in regard to "firing-time." The company desired that the men fire twice a day in order to get more coal. This the men refused to do, declaring that such action would make the air so bad that it would be impossible to carry on their work. After the mandate to "fire twice a day" had been given out, and the miners had positively declined to comply with the order, it was decided to close the mine permanently as the vein was very nearly all worked out and it would not pay operating expenses under the old plan of firing blasts once a day.

With the recent conviction of the Atchison, Topeka & Santa Fe Railway Co. and the Colorado Fuel & Iron Co., and fine of \$15,000 imposed upon each, in the federal court of New Mexico, for violation of the interstate commerce laws through giving rebates by the railway company to the fuel and iron company, the history of the famous Santa Fe rebate case is probably closed. Much praise is accorded by the administration to Attorney General Moody in carrying the case through to a successful termination. A civil case previously brought against the Santa Fe by coal mining companies discriminated against in favor of the Colorado Fuel & Iron Co. was settled by the payment of something like half a million dollars, and now has been followed by the conviction as above stated of the railway company and the fuel and iron company. Thus apparently ends a famous chapter in the history of litigations under the interstate commerce laws. Primarily the interstate commerce commission deserves the credit of initial investigation and public report.

At Coaldale, about thirty miles northwest of Goldfield, Nevada, H. C. Petty, a well-known prospector, has uncovered a vein of coal which is believed to be of large extent. A shaft has been sunk for a distance of one hundred and ninety feet, and considerable tunneling and lateral work has been done. It is reported that the values improve as they go down and the coal is very fair in grade. The property has just been sold by Petty to a syndicate of eastern capitalists, who propose to set about development on a large scale. The price paid was \$21,600. The importance of the discovery is scarcely to be estimated. Even lignite coal, which is very low in carbon, has a distinct value in the desert portions of Nevada, where the large companies are operating. A deposit of coal of good steaming quality would prove nearly as rich as the richest bonanza mines of the state to its owners. The present price of coal in southern Nevada is eighteen dollars a ton, a valuation which is prohibitive to large mills and smelting enterprises. The building of these will be greatly accelerated by the production of coal near at hand. It is more than likely that other prospectors who have ignored the vast possibilities of the coal deposits in this state, encouraged by Petty's example, will search for coal.

F. H. Murray, as receiver of the Western Iron, Coal & Coke Co., of Tacoma, Wash., has filed a report of the receipts and disbursements with the county clerk. The receiver was appointed February twenty-third of this year, and after operating the plant for two months concluded that it

could only be run at a loss. On June eleventh an order was secured to sell, and the plant brought \$114,000, which, together with other receipts, makes a total of \$126,982.18. Of this \$85,051.58 has been paid, leaving a balance of \$41,930.60. The receiver asks \$3,000 for his services, and \$2,000 for Thomas Carroll as attorney. The claims filed, which were not secured or preferred, total \$63,262.18, which means, if the affairs can now be settled up, a little better than sixty cents on the dollar to the remaining creditors. The receiver asks to be permitted to disburse this amount. Judge Huston in the superior court during the day signed an order permitting J. M. Waiter to sue the receiver on a claim of \$5,000, which was disallowed by the receiver. The receiver is further ordered not to pay out any moneys belonging to the estate now in his hands.

The people of the vicinity of Merrill's ford, near Fort Dodge, Iowa, are mining coal out of the bottom of the river. They are not getting a chunk now and then but are hauling tons and tons of it away each day. So far as is known Fort Dodge is the only town in the state where miners may dress in bathing suits and load coal into boats instead of into cars. While this is not the way they actually get the coal out, it would be possible for them to do this. As a matter of fact they drive their teams out in the stream and haul out great chunks to the shore where they are broken up and loaded into wagons to be hauled to the farm homes or brought to town and sold. The coal is of good quality and crops out in the river bed, where the people pry up chunks with crowbars that weigh from two hundred to seven hundred pounds and putting a chain about them fasten them to the rear of the wagon and drive ashore. It is no trick at all to get a load in an hour or so. The discovery of the coal was made about five or six years ago, and at that time a considerable amount of it was taken out. Every season since that time when the water has been low enough the people who were wise to the situation have taken advantage of it. But the past three years the river has remained so high the most of the time there has been little chance to get at it. For the past week the river has been away down and the work in the river bed has been carried on extensively. For a time there has not been an hour in the day but there were teams and drivers at work there. The question as to whom the coal belongs is one that has so far not bothered anyone. It is probable it belongs to the state, but as long as the state don't say a word, the farmers and others will appropriate it to their own use. It is probable that there will be no protest and that the digging each year will be continued as it is now.

## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

The Low Coal Co. has been incorporated with \$25,000 capital stock at Fairmont, W. Va.

The Three Forks Coal Mining Co. has been incorporated at Wilmington, Del., with a capital stock of \$150,000. The representative of the company is E. Crew.

Application for a charter for the Girard Mammoth Coal Co. will be made on September first. This is a Shenandoah, Pa., corporation, the incorporators being the James brothers, David R., John R., Benj. F., and William J., the well-known and successful operators of the Cambridge colliery in Shenandoah, Dr. J. Pierce Roberts, Timothy Cockill and Henry K. Christ. The two latter are well-known Mahanoy City men, Mr. Cockill being interested in southern soft coal mines and Mr. Christ a breaker builder of established reputation. The management of the colliery will be, as at the Cambridge, in the hands of the James brothers who have proved their competence for the work by their success here.

### General Eastern Coal and Coke Notes.

J. H. McPherson has been appointed auditor of the Pittsburgh Coal Co., vice Samuel Gayley, resigned.

The Lehigh Coal & Navigation has sold all its coal product up to date, a remarkable fact in the dull summer season.

The American Coal Co., of New York city, has declared its regular semi-annual dividend of

five per cent, payable September first. The books closed on August twenty-second and will reopen September third.

After being on strike since last April, the miners at the Beech Grove mines, Mason City, W. Va., returned to work at the old scale.

Reports from the anthracite region seem to bear out the finding of the Bureau of Labor that weekly earnings have outstripped the advance in food prices. The miners are making nearly full time and saving money. All classes of workmen are living well.

The production of coke for July was 1,164,690 tons and the estimated shipments were 1,166,457 tons, by far the greatest output of coke for a mid-summer month in the Connellsville region. The July shipments from the lower Connellsville region are estimated at 435,918 tons.

The Penn-Garrett Coal Co., of near Friendsville, Garrett county, Md., has awarded a contract for the erection of twenty-six miners' dwellings at its mines, near Kendall. The company will work the six-foot vein of coal recently discovered in that section, and the railroad company is now putting in a siding for its use.

United States Labor Commissioner Charles P. Neill has notified the anthracite mine operators and the officials of the United Mine Workers' organization that the rate of wages of employees in the anthracite field for August, based on the average selling price of coal at \$2.63 per ton, is two per cent above the basis. This is one per cent higher than the wages paid in July.

Five hundred acres of coal in German township, near Connellsville, Pa., belonging to the Asbury Struble heirs, has been sold to the H. C. Frick Coke Co. at \$900 per acre. The deal was made through C. J. McCormick, who is acting as a committee for one of the heirs. John Lynch represented the purchasing company. This coal adjoins coal owned by the Frick Co. and is a valuable addition to their field.

About eighteen thousand acres of new coal territory is to be opened up in the vicinity of Argentine and Eau Claire, Pa., by an extension of the Hilliard branch of the Bessemer railroad. It is expected that the new road will be completed within the next five months, as the survey has already been made. The work of grading will be commenced at once. When completed the line will prove a profitable feeder to the Bessemer.

The new Delaware, Lackawanna & Western washery at the National breaker, Scranton, Pa., has been completed and has been put in commission temporarily, preparing the fuel necessary to keep steam up at the colliery. The new structure adjoins the breaker. Everything is in fine working order, but the new plant is not expected to be fully commissioned before the middle of next month. The plant has a capacity of six hundred tons daily.

Notice has been issued by the Norfolk & Western Railway Co. that after the annual meeting there will be held a special meeting in Roanoke, Va., on October eleventh, to authorize an increase of common stock of \$34,000,000, increasing the capital from \$66,000,000 to \$100,000,000, and to vote on a proposal to issue convertible bonds of the company not to exceed \$34,000,000, the bonds to be convertible into common stock and to contain such provisions as may be authorized by the board of directors.

A successful test of a patent safety device for mine cages and elevators was made last week at shaft No. 1 of the Pittsburgh Coal Co.'s mines, at Cooley station, Pa., on the Castle Shannon railroad. The device was invented by John Taylor, James McMillan and T. C. B. Milberry, of Castle Shannon. When the cage had been raised about six feet above the surface of the ground Mr. Milberry, who was on top, cut the cable. The cage dropped about three inches. The inventors have secured a patent on the device and it is now ready for the market.

Wade H. Echard bought the William Speer Kyle farm in Georges township, near Uniontown, Pa., about six weeks ago and has just sold it to the Whyel Coke Co. at a handsome profit, the consideration, however, not having yet been made public. About twenty acres of the land is underlaid with Connellsville coking coal and it will be coked by the company at an early date. This company owns coke ovens not far from this land



and has been operating them for some time. This new tract is about the last Georges township coal left, all other having been taken up.

Coal loading in the New River field of West Virginia for July amounted to 372,535 tons. As compared with the output of June, this aggregate is about 130,000 tons less, caused by a cessation of work at the mines during the first week of the month, while tidewater shipments have been curtailed because of an embargo at Newport News, Va. The total tidewater shipments aggregated 4,386 cars and inland shipments 1,939 cars. Coke shipments were as follows: From Beechwood, 3 cars; Stone Cliff, 9; Macdonald, 12; Turkey Knob, 14; Sun, 7; Collins, 19; Firc Creek, 25; Ansted, 131; Rush Run, 40; Brooklyn, 17; Kaymoor, 84.

A syndicate of New York capitalists has made an offer of \$500,000 for a tract of coal land of ten thousand acres in Summers county, lying along the New river between Hinton and Thurmond, W. Va. The option on the tract, which contains rich deposits of coal, is controlled by the firm of Faulkner, Douglas, McCreary & Smith, of Huntington and Bluefield, W. Va. The firm refused to give out the names of the persons making the offer, but stated that the deal was practically closed and that the money would be paid over next week. This is the last of the big coal tracts for sale in West Virginia, and is the largest sale of the kind recorded in years.

Judge R. W. Archbald, in the United States district court, at Pittsburg, Pa., has handed down an opinion in the case of Samuel Mather et al. against Barnes, Keighley & Greer, of Uniontown, Pa., to recover \$139,000, the purchase money paid by the plaintiffs on six thousand acres of coal land on the Cheat river, near Masontown, W. Va. In their bill of claim the plaintiffs allege that in the spring of 1902 they purchased the property from the defendants with the expectation of erecting thereon a plant for the manufacture of coke to supply their manufactories in Cleveland and Youngstown, Ohio. They allege that the defendants represented that the six thousand acres were entirely underlaid with a continuous vein of upper Freeport coal, while in fact only one-

third of the property was underlaid with that coal, and it was not continuous but badly broken. In his opinion, Judge Archbald orders the purchase money in full to be paid back to them.

Valuable coal properties in the city of Pittston, Pa., have been leased to the Lehigh Valley Coal Co., according to the terms of a lease filed in the office of the recorder of deeds by Lillian Knapp Babcock. The land is located on the road leading from Main street to the canal bridge and along the road to the Pennsylvania canal. It is stipulated that the lessee shall pay to the lessors a royalty of forty cents per ton for all coal that will pass over a screen of three-fourths of an inch square; twenty cents for pea coal and ten cents for coal that will pass through a screen of one-half inch square mesh and over one-fourth inch square mesh. The royalties must be paid monthly.

According to a lease filed in the recorder's office at Wilkesbarre, Pa., W. R. McTurk, of Philadelphia, is to come in possession of certain coal lands owned by the Black Creek Lumber Co., located in Black Creek and Sugar Loaf townships. The conditions of the lease are that Mr. McTurk is to mine the coal and pay the Black Creek Co. royalties. According to the terms, thirty-five cents per ton is to be paid for coal larger than pea; twenty cents per ton for coal smaller than pea; ten cents per ton for buckwheat and five cents per ton for coal smaller than buckwheat. The tract of land covers 1,600 acres and part of it is to be used for a railroad and the erection of buildings, etc.

Extensive improvements have been made at the No. 6 colliery, owned by the Pennsylvania Coal Co., near Pittston, Pa. A recently installed arrangement, new to the coal business, is a patent steam car tip, located at the top of the breaker. As the loaded mine cars reach the breaker they are caught in the tip and the coal is dumped by means of a lever. By means of this patent one man can handle 180 cars in an hour, or about 1,400 in a day. One of the best combination repair, machine and blacksmith shops on the system is at No. 6. It is located in a new brick building, one hundred by forty-six feet. A new

brick shanty, with shower baths, has been built for the comfort of the colliery firemen. A new mule barn, with concrete floors, has also been built.

The Pennsylvania, Beech Creek & Eastern Coal Co. has issued \$1,200,000 five per cent serial gold bonds, the proceeds to be used in immediate development of the property of the company. A prospectus shows that the capitalization of the new bituminous corporation consists of \$3,000,000 five per cent sinking fund bonds, of which \$1,200,000 have been issued, leaving \$1,800,000 in the treasury of the company. Of the common stock of \$5,000,000 \$1,200,000 has been issued, leaving \$3,800,000 remaining in the treasury. The net earnings above operations of the controlled companies, Pennsylvania Coal & Coke and the Beech Creek Coal & Coke, for the last four years are \$3,796,040, or an average of \$949,010 per annum. Fixed charges on \$14,676,500 outstanding bonds are \$718,537, which, less the interest on \$1,200,000 Pennsylvania, Beech Creek & Eastern Coal Co. gold fives, leaves a net surplus for the year of \$170,472.

The work of erection of the new No. 9 breaker for the Pennsylvania Coal Co., Wilkesbarre, Pa., is being rushed along rapidly by the contractors, Wheeler & Riley. The new structure, consisting of a washery and breaker, will be the largest in the Wyoming valley. The capacity will be about seven thousand tons daily. It will take the place of Nos. 8, 9 and 10 breakers. Wheeler & Riley have had a wide experience in building breakers, having erected the Butler and the Hillman at Wilkesbarre, and others in this section. The new No. 9 breaker will be fitted up with the latest and most modern machinery. Part of it will be run by electricity. The breaker is 120 by 136 feet, and 170 feet high, and the washery is 93 by 136 feet. There will be four loading tracks for box and flat cars. The coal will be delivered from the three collieries by means of conveyors similar to those which convey the coal to No. 14 breaker. The small mine cars from the respective collieries will dump the coal into the conveyor pockets and from there it will be carried to the breaker. The conveyor line will be about 150 feet long. The interior of the breaker will be fitted up with the

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latest screens, shakers and jigs. Patent slate pickers will be used to clean the coal, thus doing away with many boys, as only a small number will be needed. The contractors expect to have the work completed by next spring, or possibly sooner, if they can secure a larger force of workmen. They have now about forty men at work and are advertising for fifty more. Mr. Riley is looking after the work of the new breaker and the other repair work about this section.

Canal boating is not a thing of the past. According to the *Mauch Chunk Times* not in years has boating on the Lehigh canal been so active as this year and something like the palmy days of the canal is being approached. Strings of canal boats pass up and down the canal constantly. Good time is made, nearly all the boatmen having new fresh mule teams. That the Lehigh Coal & Navigation Co. intends even more active resumption of traffic on one of the principal water routes from the mines to tidewater is believed by many and a rumor has been in circulation to the effect that a large number of new boats have been ordered for use on the canal from a Philadelphia shipbuilding firm. In the yards at Weissport, many old boats have been repaired and have been sent out with crews. A canal boat takes to tidewater about one hundred tons of coal. At sixty cents per ton freight the boatmen make sixty dollars a trip. To increase their revenues efforts are being made to secure hauls on the return trips and a considerable quantity of zinc ore is being brought from the Philadelphia wharves to the New Jersey zinc works at Hazard. The failure and almost impossibility to secure return loads has been one of the objections

to the introduction of gasoline engines to propel canal boats. While the engines would operate fairly well with a loaded boat and the swells might be reduced sufficiently to prevent damage to the canal banks, an unloaded boat, with its great quantity of exposed surface, would be a toy for stiff winds. With mule power, the tow-line keeps a check on the boat that would be lacking with an engine.

### Southern Notes.

#### New Southern Enterprises.

A charter has been filed at Austin for the Cookville (Texas) Coal & Lumber Co., capitalized at \$100,000, for the purpose of mining lignite and sawing hardwoods in Titus county. The deposit of lignite which has lately been discovered is said to be about eight feet in thickness and of good quality. The timber to be sawed consists of white, red and post oak, etc. Among the incorporators of the company are Messrs. D. A. Cook, A. R. Bledsoe and Frank Rose, of Cookville, G. W. Coker, of Mount Pleasant, and R. R. Cook, of Texarkana.

A new coal company which has recently been incorporated with a capital stock of \$250,000 for the purpose of operating in Tennessee is the Wilson Coal Co., which has leased the Renfro mines, two miles east of Crab Orchard, and will begin operations in a few days. It is stated that this property is valuable, and, with favorable conditions, development work will be actively pushed. Officers of the company are: Messrs. Lucius P. Wilson, of New York city, presi-

dent; John A. Shellito, Crossville, Tenn., vice-president; Fred Lucy, Boston, Mass., secretary and treasurer; Charles E. Keyes, Crossville, Tenn., general manager. Messrs. George Lucy and Fred McKenzie, of Boston, are general counsel.

#### General Southern Coal and Coke Notes.

The bulk of Tennessee's native wealth is said to be in the Cumberland Mountains, and the Southern, as well as the Nashville, Chattanooga & St. Louis, seems determined to take part in its development.

The Louisville & Nashville and the Virginia & Southwestern railroads are engaged in a spirited contest over the securing of the rights of way into the rich coal mining region of Lee county, Va., where new coal mines are being opened. For weeks the Virginia & Southwestern Co. has been busy building an extension at an estimated cost of a million dollars. Realizing the prospects of its securing important advantages the Louisville & Nashville Co. has hurried a swarm of locating engineers into the same territory and a hot contest is on.

By an order from headquarters the auditing department of the coal bureau of the Missouri, Kansas & Texas has been combined with the auditing department in charge of agents in Kansas and the new office of auditor in Kansas has been created. C. E. Spooner, who has been auditor for the coal bureau, has been appointed general auditor for Kansas. E. H. Farley, who has been auditor, will become traveling accountant, with headquarters at Parsons. This change has been made necessary by the new

bill which prohibits a railway company from owning or operating coal mines from which coal is sold to the public. The coal department will be much simplified and can be handled through the other auditing department. The reorganization of the method of handling coal will also necessitate other changes in various departments. These have not yet been announced.

It is said to be the intention of the Southern railway to establish a new alignment for its road from Lebanon to Harriman, Tenn., that in many places will entirely change the roadway. Grades are too high and curvatures too great at many points, and partial surveys made, if followed, will effect a saving of fifteen miles in distance. The plans of the company, it is said, are to build a line from Crossville southeast, through the Laurel river country, and to the Queen & Crescent line, nearly half way between Harriman and Chattanooga. When this work is begun another line will start from some point near Crossville, probably Johnson street, through Jamestown, and the Queen & Crescent route above Harriman. This will give the Southern a route sixty miles shorter than at present from Nashville to Cincinnati and Louisville on the north and to Chattanooga on the south. Besides a shorter route, the Southern will also reach what has been termed the richest coal field in Tennessee, which is now undeveloped. The railroad company is now, it is stated, waiting to learn what the owners of these coal lands purpose to do before beginning active operations. These men are anxious for certain extensions to be built, but nothing will be done until proper assurances have been received from them.

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## General Review of the Markets.

During the month of August the conditions ruling in the coal trade, as regards supply, demand and prices, have on the whole been normal to the dullest month in the year, the only exceptional feature of general interest being the unprecedented early opening of the season of car scarcity.

In the eastern anthracite trade, the early strength of the market which had declined to quietness by the first of August, has continued on the down grade during the month to a state of virtual stagnation. The last few days of the month have developed an awakening of interest, attributed to a desire to take advantage of the last discount from the full circular prices, but it is hardly expected that this will be more than temporary, the full fall awakening of the anthracite trade not being due for some weeks yet. These conditions were not unexpected, it having been predicted in our last monthly review, upon the judgment of competent judges, that the tonnage already at that time taken at distributing and consuming points east of the mines was in the aggregate sufficiently large to justify the expectation of a quiet, and even dull, market there until well into September.

Considering the conditions which have prevailed, the absorption of anthracite produced at the mines has been very satisfactory, only small quantities having to go into storage, and yet the mines being able to operate continuously. Ordinarily the stringency in car supply for eastern anthracite trade does not make itself felt before the last of September or early October, but complaints of this nature have been sufficiently numerous during the latter part of August to indicate that serious trouble has only been averted by the fact of a light demand, and that when the market strengthens it will suffer from this cause from the very start.

The anthracite business at Buffalo and other interior points to the westward from the mines, but in the eastern states, has held up to a much more uniform standard than on the seaboard. As indicative of the steadiness of shipments to these centers, it may be noted that the total coal tonnage shipped from Buffalo by the way of the lakes for the last week in July and the last week in August show a difference of only 877 tons. During the intervening weeks, however, the shipments ran considerably higher than at the beginning and end of the month. The vessel supply from Buffalo is now just about equal to the demand, but shippers have been hampered of late by an increased car shortage, which is growing worse each day.

Further south, the autumn revival of trade has begun somewhat earlier, reports from Baltimore and other cities indicating that consumers as well as retailers are awakening to a sense of the nearness of cold weather. The large ocean shipments, which have been a feature of the Baltimore business throughout the summer, have continued to hold up well, one company loading over twenty thousand tons during the past week.

### August Sales of Anthracite Light in West.

The western anthracite market has been a decided disappointment to western sales agents. Reasoning from the experiences of the past, they fully expected a dull July, but looked confidently for a revival of business not later than the middle of August, and expected that September first would find them almost swamped with autumn business. Instead, the stagnation of mid-summer has continued throughout August, making the record of sales for the month without parallel, at least for many years. Even the last week, when the pending withdrawal of the last discount from circular might have been expected to cause at least a flurry of new business, only one or two of the big anthracite companies represented in Chicago have reported any material awakening of interest. Through-rate territory alone has been continuous in its buying. Otherwise very little anthracite has gone into the coal pockets of the western retailers. In some sections this is attributed to an apathy on the part of the retail coal trade, from which they will suffer when the rush of business begins. But in other sections it is believed that retailers are well stocked up and that the difficulty has been with consumers who have not laid in winter supplies as early as in the past. This means that where, by distribution of local patronage over a considerable length of time,

retailers have previously been able to fill and empty their coal pockets two or three times, they have been able this year to fill them but once, with the certain result that when the general awakening of trade begins these local supplies will be quickly exhausted and great difficulty will be experienced in restocking quickly.

The Chicago docks, which by September first are usually stocked, this year have at the present time a comparatively small stock laid in. Similar conditions prevail at all the upper lake ports, justifying a forecast of slow and uncertain deliveries during the winter, if not of famine and higher prices. Full notice of these conditions has reached the trade in the northwest, but there is a noticeable inclination to scoff at the reports in the belief that they are promulgated merely for the purpose of stimulating trade at the present time. The future will prove whether this scoffing is justified.

### Improvement in Seaboard Bituminous Trade.

August opened with the seaboard bituminous trade in a lifeless condition. This continued until the middle of the month. At that time some signs of improvement appeared, orders becoming more plentiful and the trend of inquiries being such as to indicate that a gradual increase of business might be expected. This expectation has been in a measure realized, the market readily absorbing the output from the mines, with the exception of some speculative shipments which have suffered the usual fate of such experiments during the dull season, that is, they have gone to demurrage and been sacrificed. The favorable conditions just outlined would, however, scarcely have prevailed had it not been for a careful adjustment of production to demand, further helped by the scarcity of cars on some railroads.

Ohio, West Virginia and Pittsburg operators could not have asked for better market conditions than have prevailed during August. The consumption of coal by all local industries has been at high-pressure mark, with prices holding firm during the earlier part of the month and advancing during the last fortnight. Many of the mines are completely sold up, and practically all are overrun with orders. The coke trade is having its full share in this era of prosperity, with prices at an unusually high level.

The persistent cry throughout the month from this territory has been for more labor. The supply has been utterly inadequate to operate the mines and ovens up to full capacity at a time when full capacity was none too large for a great and sustained demand. Every possible means has been adopted to attract miners and other laborers to these fields, heavy bonuses being offered in the way of free transportation and other inducements, but with comparatively small success. Mines and ovens situated on roads where the car shortage is worst have suffered most severely, in many cases losing even the miners that they had because of inability to operate on full time.

Cincinnati has shared in fair measure the prosperity prevalent on the head waters of the Ohio. With this market in fair condition at the beginning of the month, there has been a constant upward tendency, the month closing with the demand sufficiently in advance of supply to make wholesalers appreciably indifferent as to the securing of additional orders for shipment in the near future. This comfortable position has had a marked effect upon prices, an advance in which is announced for September.

The opening of August was marked by a change from the state of demoralization which had previously prevailed in the western anthracite market to those conditions which formerly characterized a dull summer market. There was a comparatively slight, though appreciable, increase in demand and a strengthening of prices, due to a material reduction in the amount of coal available at sacrifice prices to escape demurrage. After the first improvement as above noted, no material change took place in the conditions of the western market, it just about holding its own throughout the month. September opens with current quotations still below circular prices, but gradually narrowing the margin of discount. This improvement, taken in connection with the general refusal by most operators to enter into further contracts, is a sign that from this time forward reasonably satisfactory conditions may be expected.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, Aug. 30.

The month now closing has been one of light demand and low prices, but the Chicago market has been on a distinctly more satisfactory basis than during July. The month opened with a very perceptible increase, both in the number of inquiries and of sales. The condition thus established during the first week has, however, continued throughout the month without noteworthy further advance, prices and demand being on very much the same level now that they were then. The greatest gain of the month has been in the matter of car-service coal, which has become almost a negligible quantity. Small buyers can almost any day pick up a car or two of demurrage coal, but supplies can not be purchased in this way in sufficiently large volume to seriously affect market conditions.

#### Screenings a Drug on the Market.

The greatest shifting of conditions observed during the month is in regard to screenings. Previous to the quickening of demand for prepared sizes the large majority of mines were producing on a run-of-mine basis, the demand for screenings was steady, and the supply was limited. With the approach of fall many of the large producers have had sufficient demand for prepared sizes, so that they have been getting these out in large proportion. The result is that screenings have now become a drug on the market, so much so that this grade alone is plentiful at sacrifice prices, coerced as an alternative to payment for car service. In some extreme cases this week Springfield screenings have sold in Chicago for one dollar even, which is equivalent to twenty-five cents at the mines.

Trade in Chicago and in the territory immediately adjacent is not showing the same activity which is to be noted in the central west generally, retailers and consumers not feeling the same necessity here for early laying in of stocks that is felt at more remote points which are more subject to delays in transportation.

On the whole, when the extreme demoralization of last summer is taken into account, it may be said that September opened with conditions in the western bituminous market fully as good as could have been reasonably expected. The coal trade has recovered its equilibrium sufficiently to warrant the expectation of satisfactory progress, both in demand and in a scale of prices which will be profitable and recoup dealers for the losses sustained during the period of depression.

#### Cars Becoming Very Scarce.

There is, however, one threatening cloud which is a sure forerunner of serious trouble during the next few months. While as yet by no means as bad as it may be later, the car supply at the present time is plenty bad enough. One prominent Springfield operator stated today that his mines were two weeks behind their orders, when they would not be more than three days behind if they could get sufficient cars. The experience of this operator is one which is shared by many others throughout both Illinois and Indiana. To undertake to name the roads which are unable to supply sufficient tonnage transportation to mines located upon their lines would be to catalogue nearly all of the roads handling the coal tonnage of the two states. Every day for some time past we have heard of additional mining companies which have withdrawn their quotations for contract coal, almost invariably upon the ground that they had already contracted all that they would be able to supply regularly in the case of a car famine, although

the total contracted was far below their productive capacity. At the present rate of these withdrawals it will soon be impossible for consumers to secure contract arrangements.

#### The Anthracite Trade for August.

The record of the anthracite trade in the west for the month of August has been without parallel, at least for many years. It has come to be expected that the earlier months of the summer will be dull ones, but this trade usually shows a decided revival of activity during August, so that by the end of the month the aggregate of sales becomes quite large. This year, however, July dullness has continued unabated up to the very close of August, making the sales for the month far below normal. Even the last week, which usually shows some quickening of demand to take advantage of the last discount from circular prices, has shown practically no change from the stagnation prevailing heretofore.

In the all-rail trade, through-rate territory alone has shown any noticeable interest in making purchases, this activity being due to the lessons learned by experience in previous years, which has taught dealers that when the autumn rush of business begins, with its accompanying scarcity of cars, their consignments which come direct from Buffalo are subject to exasperating delays. The territory obtaining its supply by way of the lakes has been taking in much larger supplies than during July, but even thus, the August shipments to the docks also fall much below normal tonnage.

With the exception of the two classes of business just noted, orders for immediate delivery of anthracite have been scattered and from isolated points. Seeking for an explanation of this unusual backwardness of the market, the most generally accepted reason seems to be that, while retailers stocked their yards about as usual at the beginning of the season, consumers have shown such absolute apathy in the matter of laying in winter supplies that retailers have been unable to dispose of these early supplies. Consequently their coal pockets are still full and they are unable to provide storage for additional shipments. While consumers are thus largely responsible for the present state of the market, yet it is also true that many retailers who have available storage capacity have not seen fit to make their usual August purchases. Taking the situation as a whole, a far smaller proportion of the winter's supply of anthracite has been delivered to the main distributing points than usual. As there is no reason to suppose that the winter's consumption will fall below normal, this means that the early fall months, always the busiest period in the year, will be further congested by anthracite shipments to supply this belated demand, thus contributing another to the causes promising to create a general and serious car famine.

#### Market and Prices for Illinois Coal.

Springfield coal has been in light demand during the week and prices for Chicago delivery have shown considerable variation from those prevailing in outside territory, the latter running from ten to twenty cents higher. The only noticeable weakness, however, has been screenings, the reason already noted above. This product has sold in Chicago during the present week at prices ranging as follows: Domestic lump \$1.15@1.25 f. o. b. the mine or \$1.90@2.00 f. o. b. Chicago; run-of-mine, 70c@80c f. o. b. the mine, or \$1.45@1.55 f. o. b. Chicago; screenings, 25c@45c f. o. b. the mine or \$1.00@1.20 f. o. b. Chicago.

The operators in the Carterville field find an appreciable improvement in the country trade, so that the maximums given in the quotations be-

low are for the most part obtained in this trade, while the minimums have been freely accepted in Chicago. Prices for standard Carterville coals have been as follows: Six-inch lump, \$1.10@1.25 f. o. b. the mine or \$2.10@2.25 f. o. b. Chicago; No. 1 washed egg, \$1.55@1.75 f. o. b. the mine or \$2.55@2.75 f. o. b. Chicago; No. 2 washed nut, \$1.05@1.20 f. o. b. the mine or \$2.05@2.20 f. o. b. Chicago; No. 3, washed nut, 90c@\$1.10 f. o. b. the mine or \$1.90@2.10 f. o. b. Chicago; No. 4, washed nut, 80c@\$1.00 f. o. b. the mine or \$1.80@2.00 f. o. b. Chicago; No. 5, washed slack, subject to the same influences that have depressed the price of screenings have sold as low as 35c f. o. b. the mine or \$1.35 f. o. b. Chicago, ranging considerably upward from this price in some sections.

#### Indiana Prices Current.

Indiana operators began to feel the effects of the car shortage somewhat earlier than was the case in Illinois fields and the stringency there at the present time is somewhat greater. The mines, therefore, are running behind in the filling of their orders, giving the appearance of a much stronger demand than really exists. If the car supply were fully adequate probably operators in this field would still be compelled to restrict production in order to market their product as rapidly as loaded. Prices quoted for the standard products from the leading veins in the Indiana field range about as follows: Third vein screenings, 70c@80c f. o. b. the mine or \$1.40@1.50 f. o. b. Chicago; run of mine 85c@95c f. o. b. the mine or \$1.65@1.75 f. o. b. Chicago; one and a quarter inch lump, \$1.05@1.15 f. o. b. the mine or \$1.85@1.95 f. o. b. Chicago; four-inch egg, \$1.25@1.35 f. o. b. the mine or \$2.05@2.15 f. o. b. Chicago. Fourth vein screenings, 75c@80c f. o. b. the mine or \$1.55@1.60 f. o. b. Chicago; run-of-mine, 95c@\$1.05 f. o. b. the mine or \$1.75@1.85 f. o. b. Chicago; one and a quarter inch lump, \$1.15@1.25 f. o. b. the mine or \$1.95@2.05 f. o. b. Chicago; four inch egg, \$1.40@1.50 f. o. b. the mine or \$2.20@2.30 f. o. b. Chicago. Fifth and sixth vein screenings, 75c@80c f. o. b. the mine or \$1.55@1.60 f. o. b. Chicago; run of-mine, 90c@\$1.00 f. o. b. the mine or \$1.70@1.80 f. o. b. Chicago; one and a quarter inch lump, \$1.10@1.20 f. o. b. the mine or \$1.90@2.00 f. o. b. Chicago; four inch egg, \$1.40@1.50 f. o. b. the mine or \$2.20@2.30 f. o. b. Chicago.

The demand for Indiana screenings at points other than Chicago has absorbed most of the output at prices quoted above. The small surplus coming to Chicago has had to meet prices prevailing here.

Brazil block coal on which the circular is \$2.25 f. o. b. the mine or \$3.05 f. o. b. Chicago, has sold as low as \$1.90 f. o. b. the mine or \$2.70 f. o. b. Chicago, but the really prevailing price is somewhat higher than this minimum.

#### Inadequate Supply of Eastern Bituminous.

Eastern bituminous coals have been in comparatively light demand in Chicago during the month of August and yet this demand has been continually greater than the readily available supply. The close of the month finds western wholesalers in the leading descriptions hard pressed to meet the urgent demands of their customers. For example, one dealer after repeatedly telegraphing regarding fifty cars long since ordered, was informed on Wednesday that no definite assurance could be given as to when even one car could be shipped.

West Virginia standard smokeless coals are difficult to obtain, the difficulty arising both from the great scarcity of labor and because the supply of cars is inadequate for the pressure of lake business and the all-rail trade, the former being



given the preference. Prices current are: Run-of-mine, \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago; lump and egg, \$2.00 f. o. b. the mine or \$4.05 f. o. b. Chicago, but at these prices dealers are able to accept orders only without a limit of time as to delivery.

#### Splint Coals Advance in Price.

The August circular price for splint coals are nominally in effect, but as it was known that they are to advance on September first, and as the congestion of orders at the mines is too great to attempt making of shipments this month on orders received during the last few days of the month, most of the western agents have declined to accept new orders at present prices, unless they had sufficient coal in transit.

The new circular prices on Kanawha coal for September are as follows:

	Contract.	Spot.
Splint, 1½-inch lump .....	\$1.35	\$1.60
Splint, ¾-inch lump .....	1.15	1.25
Splint, mine-run .....	1.09	1.10
Gas, ¾-inch lump .....	1.15	1.25
Gas, mine-run .....	1.00	1.10
Gas, pea and slack .....	.80	.85

The Youghiogeny and Fairmont mines are fairly swamped with orders and are especially hard pressed for the supplying of customers who get in stocks by way of the lakes so that all-rail shipments of these descriptions are very light and uncertain. Current quotations are as follows: Youghiogeny run-of-mine, \$1.20@1.25 f. o. b. the mine or \$3.10@3.15 f. o. b. Chicago; three-quarter-inch, \$1.30@1.35 f. o. b. the mine or \$3.20@3.25 f. o. b. Chicago; inch-and-a-half, \$1.40@1.45 f. o. b. the mine or \$3.30@3.35 f. o. b. Chicago. Fairmont run-of-mine, 95c@\$1.00 f. o. b. the mine or \$2.85@2.90 f. o. b. Chicago; three-quarter-inch, \$1.05@1.10 f. o. b. the mine or \$2.95@3.00 f. o. b. Chicago; inch-and-a-half, \$1.15@1.20 f. o. b. the mine or \$3.05@3.10 f. o. b. Chicago.

#### Prosperous State of Coke Market.

The strength of the coke market which developed during the last ten days of July continued into and throughout the month of August so that quotations have been steadily rising and the month closes with prices at high water mark for the season, thus far. Current quotations are from twenty-five to fifty cents

per ton higher than the prices prevailing the first of the month.

The somewhat remarkable strength of the coke market at a time when it is frequently quiet if not depressed, is due to the intense activity throughout the country prevailing in all the great industries which are large coke consumers. The serious shortage of labor at the ovens has aided materially in creating the existing conditions. The Chicago market, while not showing heavy demand, finds no difficulty in obtaining the prevailing scale of prices on account of the strength of the general market.

Coke prices current are as follows: Connellsville furnace coke, \$2.70@2.85 f. o. b. the ovens or \$5.35@5.50 f. o. b. Chicago; Connellsville foundry coke, \$3.35 f. o. b. the ovens or \$6.00 f. o. b. Chicago; Connellsville crushed coke, \$3.25 f. o. b. the ovens or \$5.90 f. o. b. Chicago; Wise county, Va., coke, \$3.25@3.35 f. o. b. the ovens or \$5.50@5.60 f. o. b. Chicago; Pocahontas furnace coke, \$2.50 f. o. b. the ovens or \$5.15 f. o. b. Chicago; Pocahontas foundry coke, \$2.75 f. o. b. the ovens or \$5.40 f. o. b. Chicago; by-product coke, \$5.65@5.90 f. o. b. Chicago; gashouse, \$4.25 f. o. b. Chicago.

## Market and Trade News from the Pittsburg Field.

Office of THE BLACK DIAMOND,  
Pittsburg, August 30.

"We are not quoting prices, as we have nothing to sell"; these are the words of one of the prominent coal and coke operators in Pittsburg, in reply to the question of "how is the market and prices this week?" The above reply of the Pittsburg operator cracks the nut and lays bare the kernel of the situation in this district. "Sold up to the limit," and "overrun with orders," from two other operators bear upon the situation and show the existing state of affairs.

In the light of the reports quoted and others that could be mentioned, we are forced to conclude and state that the Pittsburg coal and coke operator is a pretty busy man.

The general situation in this district is comprehended in the terse reply of another operator, who said, "don't bother me, I'm too busy." We have dwelt at more than usual length on these personal replies to your correspondent in order to show the state of affairs in the Pittsburg district, as it portrays the prevailing conditions more clearly and strongly than a statement from us would.

#### Pittsburg Plate Glass Co.'s Strike.

The labor situation in the district is unchanged. The Pittsburg Plate Glass Co. and their miners are still battling for supremacy, and the other operators are interested spectators. In this case the miners are idle, but a mere handful of non-union men being at work. The outside lone operators are holding aloof from interference, and the company are getting coal and operating their various plants. The problem is, find the place from which the coal comes to supply the glass company, who supplies it, and how it is transported?

The river coal trade is at a standstill; much coal is again in the harbor, and large numbers of empty barges have been towed to the river mines for refilling; quite a number of steamers with empty tows are laid up below the city and, should a rise in the streams occur, these will be hurried into port and another heavy shipment sent out.

On account of the present state of affairs in the coal industry there are reports to hand almost daily of new enterprises in both coal and coke; many of these are but paper companies and never reach the production stage. In spite of the fact that the general coal trade in Pittsburg is in good shape today, it is still a notorious fact that the majority of the companies so employed are not making any money.

Shipments of both coal and coke over the Pennsylvania railroad for the past week show

quite a large advance in tonnage over the shipments of last week; and shipments of coke from the Connellsville region also show a decided increase.

#### Labor Supply Still Very Low.

Labor is still a prominent question in the district. Men continue to be hard to obtain, and many of the coke producers and the mines as well are seriously handicapped on account of not being able to obtain a sufficient amount of men to fully equip the ovens and mines.

Cars continue to be short, but this is accounted for by the unusual heavy demand made upon the different railroad companies by shippers.

A new and interesting problem is agitating the miners in the Pittsburg district at present: what shall be his attitude in the political struggle that is now on? Shall he continue to uphold one of the two old-time political parties, or shall he cast in his lot with the "labor party"? The labor party is making strenuous efforts to make a showing in western Pennsylvania, and is boasting that it will make a full sweep in the fall campaign.

#### Stiff Advance in Prices.

Prices for the week show a decided increase over those quoted a week ago. Run-of-mine coal is strong at \$1.20@1.30 per ton f. o. b. the mine; lump coal is selling at \$1.40@1.50 per ton f. o. b. the mine; three-quarter-inch is listed at \$1.35@1.45 per ton f. o. b. the mine, and slack is bringing 75@80c per ton f. o. b. the mine. On all grades a decided increase is shown except slack, and the market is strong for all kinds, with a heavy demand. As already stated, the demand is virtually ahead of the supply; one of the heavy coal operators advises us that they don't want orders, as they are now away behind in filling what are already on their books.

The coke trade continues in the same satisfactory shape that it has been in for several weeks. Furnace coke remains at the same figures as those quoted last week, viz., \$2.80@2.90 per ton f. o. b. the ovens; foundry grade is some higher, and is selling for \$3.25@3.50 per ton f. o. b. the ovens. We are advised of sales made during the week of high grade foundry at \$3.75 a ton f. o. b. the ovens; this is a record price, and is not a ruling one at present. A prominent coke producer advises us that their product is sold out up to January first next at \$3.25 a ton and better f. o. b. the ovens. The supply of coke is not equal to the demand at present, and the outlook is that this state of affairs will continue for some time.

The operators in the coal and coke trade in the Pittsburg district should be complimented upon the present state of the trade in the district. By looking ahead, when the existing state of affairs was far from encouraging, and by careful and conservative handling of delicate problems, they are today enjoying a period of prosperity that is denied operators in other sections of the country.

#### GENERAL AND PERSONAL NOTES.

The Pennsylvania Railroad Co.'s coal and coke shipments for the week ending August eighteenth aggregated 928,648 tons—623,421 tons of bituminous coal, 232,891 tons of coke, and 72,396 tons of anthracite coal.

The third annual picnic of the Greensburg Coal & Coke Co., of the Greensburg district, was held at Oakford Park this week. About four thousand miners with their families were present and \$400 in prize money was distributed.

Capt. J. Frank Tilley, Capt. James A. Henderson, B. D. Blackburn, M. A. Hanna and W. H. Crump, prominently identified with the coal interests of Pittsburg, will attend the thirty-fifth annual convention of the National Board of Steam Navigation, which convenes in New York, September twenty-fifth.

Coal shipments by river are at a standstill. The various companies shipping by water have transferred the larger part of their empty barges up the river to the upper pools, where they are rapidly being filled with coal. A number of steamers are tied up with tows of empties at various points along the river, waiting for a sufficient rise to enable them to get into port.

Pittsburgh Coal Co. stock has been in active demand at the stock exchange during the week. Both the common and preferred made substantial gains. The present favorable price for coal and the heavy increase in the demand for it is sufficient to justify an advance in the price of the stock. Today's price of the common stock is the highest for several months, while the preferred is the highest it has been since January. The common stock is selling for 15 and the preferred is strong at 57.

Angus W. Louthier, coal operator, of Somerset, Pa., spent several days in Pittsburg this week. Mr. Louthier is here organizing a new coal company to take over some holdings in Somerset county. The new company will be known as the Pittsburg & Somerset Coal Co. and will be controlled by Pittsburg capital. The two mines that the company will purchase are the Shamrock on the Cambria branch of the Baltimore & Ohio, and another at



Garrett, Pa. Both mines are in operation and the output is about one hundred tons per day each. The coal is known as the B seam.

Considerable interest is being taken by the coal operators of the Pittsburgh district in the fight between the Pittsburgh Plate Glass Co. and District No. 5, United Mine Workers of America. The general consensus of opinion among the coal operators is that the miners should not have broken their agreement which they signed with the Charleroi coal works. The Charleroi company has always acted independently of the other coal companies here, and it is reported that it was invited to have representatives present at a meeting of the coal companies of this district, called for the purpose of forming an association, but it had not sent them. For this reason, it is said, the Charleroi company could not receive help from the operators.

The latest phase of the situation regarding the strike at the mines of the Pittsburgh Plate Glass Co. is the filing of a bill in equity by the company in court No. 1 for an injunction against Francis Feehan, president of District No. 5, United Mine Workers of America; James S. Clark and eleven members of the executive board of that organization, and "Tony" Jones, organizer for the district, to restrain them from interfering with the operation of the plaintiff company's mines at Charleroi. In the bill of complaint the plaintiffs state that they signed the miners' scale for the Charleroi mines April first, the scale to be in force until March thirty-first, 1908. They refused, however, to sign the scale for the Creighton mines, operated by them, and a strike was ordered by President Feehan, which called out the 350 miners employed.

With the exception of the trouble between the Pittsburgh Plate Glass Co. and their miners there are no labor troubles of any account in the Pittsburgh district. Everything in connection with the coal trade is moving along in a satisfactory way, and there does not seem to be any hurry in forming definitely the coal operators' association, for which purpose a number of meetings were held some weeks ago. It has been decided to postpone the next meeting until October, when the representatives of all the companies interested will be in town. As the most important questions in connection with the coal business has been settled for two years, the operators will take their time in rounding the association into shape.

Negotiations have just been completed here whereby the Cleveland & Pittsburgh Coal Co. takes over the properties of the Independent Coal Co. and Burton, Beidler & Phillips, two of the largest coal companies in Cleveland. The deal includes twelve coal yards in various sections of Cleveland, with all the buildings, machinery, houses, wagons and coal on hand. The concerns taken over have done an annual business approximating \$2,000,000. John H. Jones, president of the Pittsburgh-Buffalo Co., is also president of the Cleveland & Pittsburgh Coal Co., and will be made president of the merged companies when they become organized on September first. J. J. Phillips, of Cleveland, at present treasurer and manager of the Burton, Beidler & Phillips Co., will be general manager of the merged interests.

The call to organized labor in western Pennsylvania to present a united front at the ballot box will be sounded by John Mitchell, president of the United Mine Workers of

America. On next Labor day Mr. Mitchell will be the leading speaker at the mass meeting and celebration at Carnegie. The mine workers of that vicinity are expected to turn out to the number of at least five thousand, and these, with the other trades that will participate in the demonstration, will, it is expected, turn out eight thousand men. The organization of the Union Labor party and its advent into politics this year by placing a ticket in the field without consulting any of the old party leaders, has been freely commented on. From reports received it is believed that the trade unionists feel reasonably sure of electing two if not three of the congressmen from western Pennsylvania, and a dozen or so members of the state legislature.

Heavy gains in the coke trade were made last week. Production in the Connellsville region alone was over six thousand tons greater than for the previous week, while the total increase in shipments was over ten thousand tons. The heavy demand at this time will have a tendency to increase prices, and it is expected that an advance of from ten to twenty cents a ton will be ordered in the near future. A summary of the Connellsville region for the past week shows a gain of five hundred ovens in active operation. The week's production is estimated at 278,906 tons, which is an increase of 6,120 tons over the previous week. The shipments totaled 12,102 cars, to the following points: Pittsburgh district, 4,309 cars; west of Pittsburgh, 6,392 cars; and the eastern district, 1,401 cars. The shipments are estimated at 278,346 tons, an increase of 4,922 tons over the week previous. The lower Connellsville shipments are estimated at 107,156 tons, or 5,123 tons greater than last week. The total shipments for both regions was 385,502 tons.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, August 30.

Without exception, every coal man interviewed by THE BLACK DIAMOND today reported the market strong and improving. The demand for coal is excellent everywhere, and prices, while practically unchanged for a week, show a constant upward tendency. The great bugbear to the trade, however, is the unprecedented scarcity of coal cars at this time of year. No figures were taken, although they are constantly available, for the purpose of showing the exact car supply of the Kanawha and New River districts; but it is a fact that all mines are suffering from a woeful lack of cars. A number of large mines reported that they do not get cars more than two days a week, which is about as bad as the car famine got at any time last winter. When this condition of affairs will improve, nobody can tell. Even the Louisville & Nashville railroad, which has the reputation of giving its patrons better coal-car service than any other road entering Cincinnati, fell down this week, and there was a hurrying and scurrying among a number of L. & N. coal men to get coal enough to fill their contracts. The Chesapeake & Ohio and the Norfolk & Western are each about as bad as the other in their delinquency.

### Dealers Indifferent as to Getting More Orders.

As noted before, prices are practically unchanged; but the difference in the market from last week is this: Nearly every concern has already booked enough orders to keep it going for from two or three weeks to a month or more, and with an unprecedented car shortage staring them in the face they are really unable to take on more business at this time, and they are making no effort to sell more coal. When inquiries come in for coal most of the selling agencies quote a higher price than they really expect to get. If the order comes in, in spite of this, it is taken care of in the best manner possible. One dollar and fifty cents a ton at the mines for ordinary splint lump is about the selling price at present, with large and special sizes correspondingly higher. Run-of-mine is selling at \$1.00 to \$1.10 a ton with a number of concerns

naming and getting higher prices. Nut-and-slack is still as scarce as it can be, and good quality commands its own price, up to ninety cents a ton, a figure at which a number of nice little contracts were made during the week. This is the highest price nut-and-slack has brought for some time, and some well informed persons say it will sell for a dollar at the mines before the month of September is out. Splint nut-and-slack for steam purposes is meant. Two dollars a ton at the mine is now the common asking price for Pocahontas and New River lump and egg coal. Some time ago \$1.75 a ton at the mines was suggested as the proper price after September first. It is now impossible to buy a car at this price even before the first of September, and dealers who have not been wise enough to lay in a stock will probably find themselves paying two dollars or more for their smokeless coal, and will then have long and vexatious delays in getting it. Smokeless run-of-mine is in fair demand at \$1.35 to \$1.50 a ton at the mines.

### River Coal Market Very Firm.

The river coal market is very firm at former quotations. Pittsburgh and Kanawha lump of standard quality is worth 7½ to 8 cents a bushel afloat in the Cincinnati harbor while nut-and-slack ranges from 5 to 6½ cents a bushel afloat. For the purposes of comparison in round numbers multiply the price per bushel by twenty-five to get the price per ton, and then remember that river coal is still in the barge in the river, and not on cars on top the bank. River lump elevated and loaded on cars is worth \$2.35 a ton.

The retail trade of the city has not yet recovered from the great set-back it received from the hot weather last week. Most concerns report business very dull, but prices are reasonably firm. Splint lump sells for \$3.25 a ton delivered to families, anthracite \$7.50, Pocahontas and New River \$4.00, and nut-and-slack \$1.90 to \$2.25 a ton delivered.

### NEWS NOTES AND PERSONALS.

Harry P. Jones, president of the Big Hill Coal Co., and largely interested in many Kentucky properties, is spending most of his time at the

mines trying to increase the output of his properties.

W. C. Phillips, president of the W. C. Phillips Coal Co., Chicago, was here again this week looking for coal.

F. H. Benedict, the popular general sales agent of the Thacker Co., is back from Chicago, where he had been looking after his company's affairs.

Edwin D. Logsdon, president of the Indiana Fuel Supply Co., Indianapolis, was here the beginning of the week interrogating the coal trade.

A. M. Wooldridge, manager of the Coalburg Kanawha Coal Co., a prominent Kanawha concern, was a Cincinnati business visitor during the week.

Samuel Dixon, probably the largest individual producer of smokeless coal in the New River district, if not in the country, spent two or three days in Cincinnati this week looking after his varied interests.

R. S. McVeigh, western manager of the Island Creek Coal Co., with headquarters here, is making the rounds of his territory this week in the interests of his company. He is spending considerable time at Detroit and Chicago.

T. R. Morgan, general sales agent of the Kentucky Block Cannel Coal Co., and general manager of the Pocahontas Co., returned a few days ago from a business trip to Chicago, made in the interests of his two large concerns.

R. H. Bartlit, secretary of the Darby Coal & Coke Co., and well known to the entire coal trade of this territory, was a Cincinnati visitor during the week. Mr. Bartlit is meeting with excellent success in the sale of "Darby" coal.

F. L. Garrison, president of the Kanawha Coal & Coke Co., returned Wednesday from a trip to Joplin, Mo., where he went to examine some zinc mines for the purpose of getting some pointers for use in some extensive zinc mines in the south in which he is interested.

The Smoke Abatement League has caused warrants to be issued for the arrest of another lot of smoke producers, including the White Cloud Laundry, American Tool Works Co., Wolf



Brothers Co., Strauss, Pritz & Co., and the Excelsior building. In each instance the owner or manager and the engineer are taken from each concern.

A. Moore, president of the War Eagle Fuel Co., War Eagle, W. Va., was here a few days ago in consultation with his Cincinnati manager, Mr. F. B. Raines. Mr. Moore spent several days here and then left for New York, where he will meet Mrs. Moore returning from Europe, after which they will both go to Toronto for the remainder of the summer.

G. S. Calder, secretary of the Damascus Coal Co., returned a few days ago from an extended trip through the northwest where he made a number of exhaustive and scientific tests of his coal with the result he closed contracts for several large lots of fuel. Mr. Calder is an analytical chemist of no mean ability, besides being a practical coal man, and when he attempts to prove that his coal is the best, he usually succeeds.

Government place, formerly Patterson alley, now has so many industrial concerns located upon it that the postmaster of Cincinnati complains that his mail wagons are delayed by numerous coal wagons to such an extent that trains are often missed. This certainly shows activity in coal consumption, and the prosperity calling for such an amount of fuel is very gratifying to the coal men even if their teams try the patience of the postmaster.

The Glen Alum Fuel Co. was given the contract a few days ago to furnish the city of Marion, Ind., with coal during the coming year, at its bid of \$2.15 for Glen Alum run-of-mine. The amount of coal required is at least four thousand tons. In this connection it might be said that Glen Alum was the highest bid received, but upon test it proved the cheapest. Mr. W. P. Slaughter, vice-president and general manager of the company, is quite elated over this piece of business.

A large Louisville & Nashville coal shipper makes loud complaint this week of miserable car service on his road, but he says the railroad people declare that last week's severe warm weather has had much to do with the road's poor service this week. It is said that large numbers of trainmen were so overcome by the heat

that they could not work, and that many of them have not yet returned to their jobs. A good many locomotives are knocked out by bad usage and continued hard work, and this, too, cuts down the available transportation facilities of this excellent coal railroad.

C. J. Moriarty, manager of the Cincinnati office of the Kanawha Fuel Co., returned home a day or two ago from a trip to the company's chain of mines along the Kanawha river. The trip was made in a special train on the Chesapeake & Ohio railroad, and on the jaunt were all the managers and head men of the Kanawha Fuel Co. A stop was made at each mine to acquaint the selling force with the characteristics of the mine and the coal, and it is expected that the trip will be productive of much good.

Bids were opened by the city fathers of Hamilton, Ohio, on Monday of this week for supplying coal to the various departments of the municipality during the coming year. The amount of gas and steam coal required is about fifteen thousand tons, and from a cursory observation of the twenty-five or more bids received, it appears that Anderson & Shaffer are the low bidders. They bid on Cabin creek coal.

The Stevens Coal Co., of which the Kanawha Coal & Coke Co. of this city is the selling agency, is now actively engaged in opening a large new mine on its Cabin creek property. The new mine is on the opposite side of the valley from the company's Empire mine, and will be christened the "Buckeye" mine. At present only a temporary tippie is being erected, and only "entries" will be driven in the mine. As the mining proceeds, a large, new, up-to-date tippie will be built, and inside of a year from this date the company expects to be running over one thousand tons of coal a day from the opening. A peculiarity of the mine is that from the very beginning no mules will be used, but all hauling of coal will be done with motors, some of which the company now has on hand. Power will be supplied from the other mines, at least at present. The seam of coal at the new "Buckeye" mine is full six feet in thickness, and is the high quality of the other cabin creek mines. Mr. F. L. Garrison, president of the company, is personally looking after the development of this property.

changed hands recently for a consideration of one million dollars. The company returned to the assessors \$220,000 in improvements and personal property. The difference between \$1,000,000 and \$220,000 is the leasehold value, according to the Dillon dictum. He contends that all value not otherwise assessed in other form represents the value of the coal company's lease, or privilege to mine.

It is believed the administration will endeavor to further tax the coal men by reviving its scheme for a production tax on coal, of about one-third a cent a ton; or else through a flat tax of about \$150 a year, to be called an inspection tax, to meet the expense of state mine inspection.

That the coal interests, employing and employed, have a certain concern in state legislation is illustrated by the fact that two of the five candidates for the lower house from Kanawha county are coal men.

One is Michael T. Roach, of the mammoth Paint Creek Colliery Co., and formerly of Kanawha Fuel, and one of the most prominent operators in the Kanawha district. Although the primaries are to be held a week hence his popularity and recognized ability point to his selection.

A fellow place on the ticket is sought by John Nugent, president of District No. 17, of the United Mine Workers. Besides being the state head of the miners' organization, Mr. Nugent is also president of the state federation of labor. His selection is also as good as a foregone conclusion.

Six hundred acres on Cheat river, near Morgantown, have just sold at an average of \$155 an acre. A few years ago this land could have been bought for a song. Now it is known to be in the Connellsville coking coal basin.

### The Detroit Coal Trade.

DETROIT, August 30.—(Special Correspondence.)—Prices will advance on September first on all grades and kinds of bituminous coal sold in this city. The car shortage is chiefly to blame for this stiffening of the market, though there is a general feeling among coal men that they should get a little more for their product.

The Sunday Creek Co. announces a raise of twenty-five cents on West Virginia lump, ten cents on three-quarters and run-of-mine, and five cents on slack. New Pittsburgh has advanced prices on an average of fifteen cents. Hocking slack is quoted at an advance of fifteen cents. In fact, all grades of Hocking have gone up, except nut, pea and slack. Pocahontas has advanced on egg and lump from \$1.50 to \$1.85, run-of-mine from \$1.25 to \$1.35. Spot business in West Virginia splints shows the following prices: Lump, \$1.60 to \$1.75; three-quarters, \$1.15 to \$1.25; run-of-mine, \$1.00 to \$1.10; slack, 60 to 75 cents.

Pocahontas, however, is overloaded with orders, being about sixty days behind, and with the present car shortage continuing, the time may be stretched to ninety days.

### Current Retail Prices.

Alex. Y. Malcomson quotes the following prices to consumers at retail: Three-quarters West Virginia gas, \$1.20; run-of-mine, \$1.05; gas slack, 90 cents, and strong at that; Hocking slack, 45 to 50 cents; Hocking lump, \$1.50; New River and Pocahontas smokeless lump and egg, \$2.25; mine-run, \$1.50; anthracite will remain at the present retail price, \$7.25 for the present, but an advance will be made by all dealers before October first. Gas coke is selling for \$5.25, and Solvay coke at \$5.50. The retail trade in anthracite is quite brisk, especially in the furnace sizes. Orders for winter's supply are coming in rapidly.

Though the number of cars on track has diminished appreciably, yet it is noticed that there is considerable Hocking slack being hawked about at demurrage prices. Otherwise the conditions are good and prices are firm as a rock. Stocks of the large manufacturers are being rapidly depleted, but most of the consumers still insist that they will clean it all up before stocking up again. That is, they will wait until the price goes away up, before buying. Though there appears to be a temporary easing up of the car

## Mining News from West Virginia.

WHEELING, W. VA., August 30.—(Special Correspondence.)—Conditions in the coal trade in West Virginia and the adjoining eastern Ohio section are now reported good. That is to say, demand and prices are satisfactory. And when this view is voiced so freely it is significant, for usually there is a tendency to find fault with either demand or the price.

There is one prevailing complaint, however, and that is lack of cars. Every field and sub-district is short of cars. The demand for coal is so pressing that the demand for cars to furnish prompt shipments is making life miserable for dispatchers and traffic managers.

This condition is always to be expected at this time of the year, when the crops call for excessive service from the railroads, and it is due to last until the snow flies, after which complaining operators will be told of congestion, and lack of sufficient motive power, and snow blockades.

Around Wheeling, at the mines, mine-run coal is quoted at one dollar, an increase of ten cents over the quotations of this time last year. During the spring and early summer when the strike was on in the eastern Ohio district prices varied, but coal is steady now from one dollar up through the various sizes.

### The Struggle to Secure Miners.

Besides the persistent car shortage, there is still complaint in the Fairmont district over the attempts of agents from other fields to do missionary work and attract miners to other states. There was never a similar condition before. Labor is so scarce right now in the Fairmont and all other fields that Chief Mine Inspector Paul believes that fifteen thousand extra miners

could readily find employment. He bases his estimate on careful calculations, after a tour of the state and after getting the operators' reports.

It is believed that the representatives of outside operators who come here to attract West Virginia miners to their mines are, offering bonuses in many cases, but it testifies to satisfactory conditions generally that they have been unable to meet with much success.

The splendid machine-like system the Fairmont Coal Co. employs is more than these agents can overcome, just as agitators and organizers for the United Mine Workers have been unable to make any impression whatever after years of vain struggles which taxed their treasury heavily. In certain cases the labor-seeking agents have been glad to shake the dust of the mining villages from their feet in a hurry.

### Contest Over Taxing of Leaseholds.

The contest between the state administration and the Fayette county, or New River, operators over the question of assessing coal leaseholds has been precipitated, as indicated last week. Tax Commissioner Dillon has gone into court to compel the county assessors to list the leaseholds at five million dollars, or ten times the value fixed on them by the assessors. Mr. Dillon has placed his figures side by side with the assessors, and there is great disparity between them.

If Mr. Dillon loses in a lower court he threatens to go into a higher court. He does not have the authority to impose valuations, so he is endeavoring to force the assessors to fix them in accordance with his opinions. They are standing pat. Mr. Dillon cites the case of the New River Smokeless. This property is reported to have



situation, yet the shortage probably will get a great deal worse in the next three weeks.

#### PERSONAL NOTES.

R. S. McVeigh, manager of sales of the Island Creek Coal Co., was in this city a few days this week.

C. B. Grandy, of the C. B. Grandy Coal Co., of Toledo, spent a few days in Detroit on business this week.

Alex Y. Malcomson, of this city, has appointed Edward Mitchell city salesman, in place of C. C. Card, who recently resigned to take another position in Buffalo. Mr. Mitchell was formerly car clerk and has been in the employ of Mr. Malcomson three years.

Charles J. Andrews, Detroit representative of the Sunday Creek Coal Co., has recovered from his recent attack of typhoid fever and was in his office for the first time in several weeks last Wednesday. Mr. and Mrs. Andrews will leave this week for the coast of Maine, their old home, to spend a month.

N. L. C. Kachelmacher, president of the Columbus & Hocking Coal & Iron Co., and also executive head of the Hocking Clay & Brick Construction Co., has returned from New York, where he let what practically are the final contracts for the first of the big brick plants which his company will erect near New Straitsville, Ohio. It is thought that the first plant, which will have a capacity of over 100,000 brick daily, will be in operation by January first. Mr. Kachelmacher says that the New York agent of the company says that contracts could now be made for 60,000,000 ornamental face brick if the plant were in operation.

#### Southern Coal Conditions.

NASHVILLE, TENN., August 30.—(*Special Correspondence*).—The retail coal firms of the city have done a larger business in August than in any other month of the summer. Many orders have been placed for early fall delivery. The wholesale business presents a strong front and some good contracts have been closed up here during the last few days. The foundry concerns about town, manufacturing plants and the cotton seed oil industries of the southeast have been the sources of good business.

In the mining field to the south considerable annoyance is reported in the matter of getting cars. Over in east Tennessee the same trouble is found.

Harry Anderson, of the Empire Coal Co., this city, and a gentleman who is identified with association work in Kentucky and Tennessee, was seen at that firm's office in the Arcade. Mr. Anderson said that the trade outlook in Nashville for retail sales was very bright and that the wholesale business had been satisfactory throughout the summer. He had just returned from a trip to Kentucky, where he visited the mines. These were operating on a good scale. The St. Bernard Coal Co., which also has an office in the Arcade, managed by Jas. R. Love, reports that the summer trade just ending has been of a very satisfactory character, with a considerable impetus in the retail business this month.

#### GENERAL AND PERSONAL NOTES.

The St. Bernard Coal Co. has recently added two new retail yards in Nashville.

John D. Anderson, of the Empire Coal Co., this city, has gone this week on a trip of several days' duration to the mines of the company in Kentucky.

Gov. John I. Cox has returned to his office at Nashville after an inspection the past week of the coal properties of the state located in the eastern division.

The Empire Coal Co. is equipping some splendid new storage sheds in this city. They are located at the corner of Clinton street and the Louisville & Nashville railroad.

The Montlake Coal Co., of the Chattanooga coal district, and which operates mines in the

Walden's Ridge belt, has filed a mortgage for the purpose of issuing \$22,000 of bonds. The Administration & Trust Co. is made trustee.

It is announced that B. A. Treat, of Harriman, Tenn., has purchased the mines of the Scott County Coal Co. near Helenwood, Tenn., and will soon begin operations on an extensive scale. The product of the mines is considered of good quality.

Laffiteau & Rowden, one of the well known retail coal firms of Chattanooga, has been changed through the retirement of Mr. Laffiteau, on account of ill health. Carl Rowden, a prominent Chattanooga business man, will succeed to the business, and the firm will be known by his name. Mr. Rowden has just received a large shipment of coal.

#### The Missouri River Trade.

KANSAS CITY, Mo., August 30.—(*Special Correspondence*).—At a depth of 140 feet a forty-inch vein of bituminous coal has been discovered near Garland, Kas. The find is regarded as a rich one, and will go far toward making Garland a mining center. The coal lies close to the railroad and appears easy to work. Garland is one hundred miles south of Kansas City, on the Frisco system.

It is reported that mine number twelve belonging to the Southwestern Developing Company, of Coalgate, I. T., has sprung a leak and it is feared that it will be impossible for the mine to be further developed. This is the best coal mine in Coalgate and was recently completed. The closing down of this mine will throw over seven hundred men out of work.

As the result of recent experiments, the Houston & Texas Central Railroad has joined the ranks of Texas railroads using Arkansas coal. This railroad had been using oil and Pennsylvania coal for fuel, but the company decided to give Arkansas coal a test and the general manager wired to the head of the motive power of the Frisco to send an experienced fireman of that road, which uses Arkansas coal, to Fort Worth at once, so that the test might be made under the best conditions. The fireman who was furnished fired Arkansas coal over a large part of Texas, and the result was so satisfactory that when he left all of the engines were being refitted to use Arkansas coal. The Houston & Texas Central alone will use about twenty cars of coal daily, and this will come from mines of the Central Coal & Coke Co., at Huntington, Ark., with whose coal the tests were made.

A company of local men has purchased the Jewell City, Kas., coal mine and will endeavor to make something out of it except a tale of woe, which seems to have been its fate since the first efforts were made toward its development. It has been in the hands of Topeka people of recent years, but the management has not been such as to make it a profitable venture for them, and they seem to have been glad to get rid of it at most any old price. The name will be changed from the Forceda Coal Co. to that of the Jewell County Coal Co., and an effort will be made to make it pay running expenses at least. In order to make the product move quickly the price during September has been made considerably lower than that which prevailed under the late ownership.

The contract for supplying the city of St. Joseph, Mo., with coal for the ensuing year was secured by the Niemeyer-Hesse Coal Co. The other bidders were the Mitchell Avenue Lumber & Coal Co. and the F. R. McVeity Coal Co. Between the bids of the Niemeyer-Hesse and the Mitchell Avenue Lumber & Coal Co. was a difference in the aggregate for the year of about thirty dollars.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending August fourteenth, amounted to 144,437 tons, making a total to that date of 3,587,467 tons, as compared with 5,447,211 tons for the corresponding period last year, a decrease of 1,859,744 tons.

Coke tonnage for the same week amounted to 1,103 tons, making a total this year of 40,497 tons, as compared with 58,412 tons for the same period last year, a decrease for the present year of 17,915 tons.

#### A Pioneer in Coke Trade Dies.

Thomas W. Watt, a pioneer in the coke business in the Connellsville region, died at his home at Dunbar, Fayette county, Pa., on Monday, August twenty-seventh, at the age of seventy-eight years. The infirmities of age for ten years prevented his engaging actively in business, but he will be long remembered on account of the many industries in whose establishment or operation he was concerned.

Mr. Watt was born in County Donegal, Ireland, August twelfth, 1828, and came to America in June, 1853. He settled near Dunbar and was employed by his father at the old Union furnace, one of the oldest west of the Alleghenies, which was operated by John Watt & Co.

Deceased had charge of the furnace and store; at that time the tonnage was from five to six tons per day, and was hauled overland in wagons to the Monongahela river, where it was transported south by water. The teams would often consist of from thirty to forty mules and horses, only two trips being made each week. Later the furnace was sold to Baldwin & Cheeney, when Mr. Watt became general superintendent for two years. He resigned that position and went to manufacturing coke for the same firm.

In 1859 he built one section of the Fayette County Railroad from Connellsville to Uniontown, known as the Fairmont branch. In 1860 he started the manufacture of oil barrels, which he carried on for three years. Later he became superintendent of the New York & New England Oil Co., which spent many thousands of dollars in Dunbar township drilling for oil.

He organized the Taylor-Watt Coal & Coke Co., known as the Uniondale coke works. The works have long ceased to exist, owing to the coal being worked out. In 1872 he aided in organizing another company, known as the Hogsett-Watt Coal & Coke Co. at Mt. Bradock. Later the works became the property of the W. J. Rainey Coke Co. He retired from the coke business in 1878.

Mr. Watt was an active member of the Presbyterian church during the past thirty-five years. He is survived by his wife, two sons and four daughters, Jennie, Margaret and James at home, John of Kansas, Martha S. wife of James Henderson, of Uniontown, and Mrs. Lavina Doolan, of Pittsburg.

#### Death of Leonard Varilla.

Death came to Leonard Varilla, one of the leading business men of Louisville, Ky., at his residence in that city last Saturday, after an illness extending over a year. He had long suffered from a complication of diseases, and death was not unexpected. Mr. Varilla, despite his illness, was able to attend to his duties with the Jellico-Laurel Coal Co. until about five weeks ago, when he was forced to take to his bed.

Mr. Varilla was sixty-four years of age, and was a native of Buffalo, N. Y. He came to Louisville when a mere lad, and had resided here continuously since. For more than thirty years Mr. Varilla was prominent in business circles in Louisville. Twenty years of that time he spent as the head of the shipping department for Bamberger, Bloom & Co. With the failure of that concern he went with the Jellico-Laurel Coal Co., and was the agent of this company at his death. He also took an interest in politics, and served as a member of the city council several years ago.

In fraternal circles Mr. Varilla always figured prominently, and he was one of the best known Masons in Kentucky. He was past commander of DeMolay commandery and of Falls City lodge, and, in addition, was an honorary member of the Louisville and Chicago commanderies. He was also a member of the Elks, and had been honored by this organization.

We enjoy reading your paper very much and find it very interesting. We consider it a very good coal paper and have seen none that we like better.—H. Leet & Co., Portsmouth, Ohio.





## Western General and Personal Notes.

W. C. Griffith has been appointed to the position of general sales agent of the O'Gara Coal Co., Marquette building, Chicago.

H. H. Beede, of Beede Bros., retail coal dealers at Chadwick, Ill., was in Chicago this week placing orders for supplying the winter trade of his firm.

Mather Bros. Co., Richmond, Ind., have been awarded the contract for supplying the public schools of that city with Pocahontas coal. The amount called for was two thousand tons.

The Hudson Coal & Mining Co. has been incorporated at Chicago, Ill., to do a general wholesale coal business. The new company has a capital stock of \$125,000 and is incorporated by I. S. Schoen, Edward J. Novak and Otto Kerner.

Morton Otis, general sales agent, Zeigler Coal Co., has returned from a trip to Minneapolis. He reports the outlook for business in the northwest very encouraging and dealers in that section are beginning to feel anxious about the car situation.

Edgar T. Welles, of Edwardsville, Ill., vice-president of the Consolidated Coal Co., sailed from New York last week for a European trip. Just before leaving he was tendered a banquet and farewell dinner by the St. Louis Club of his home town.

Chas. Gallagher, of Superior, Wis., has been appointed general superintendent of the Pittsburgh Coal Co.'s properties at the head of Lake Superior. His jurisdiction extends over the Northwestern Coal railway and the six docks at Superior and Duluth.

W. M. Byers has decided to enter the coal business for himself and has rented offices in the Conover building, Dayton, Ohio. He was formerly in the retail business at Dayton, but for the past two years has been district sales agent for the Cincinnati Gas Coke, Coal & Mining Co. He resigned this position a short time ago to get started in business for himself.

The stockholders of the Kentucky Coal Mining Co., Freeport, Ill., were the guests of Robert Clark, general manager of the company, on the evening of August twenty-second at a dinner given in honor of Charles A. Baker, president, and John Mulford, manager of the company.

The quarterly report of W. D. Ryan, of Springfield, Ill., state secretary and treasurer of the United Mine Workers of America, shows that the million dollar defense fund of the Illinois miners was cut in half as a result of the strike last spring. At the beginning of the strike the union had in its treasury \$1,087,426.11 while at the end of the period covered by the report they only had left \$501,500.28. Four hundred and fifteen thousand seven hundred and sixty-nine dollars and sixty-nine cents is charged to the one item of relief and aid during the strike.

The Chenoa coal mining property near Bloomington, Ill., which has been the subject of various forms of litigation the past few years, has had a few chapters added to its history. The Consumers' Coal Co. of Chicago transferred the Chenoa mine to the Easterly Coal Co. for one dollar. John Hess, who was interested in the company as an officer, transferred his interest to the Easterly company for one dollar. The Easterly Coal & Mining Co. then filed a trust deed for the property in question to the Hibernian Banking Association of Chicago to secure a loan of \$30,000.

The Allegheny Coal Co. has been incorporated at Marion, Ill., by Sam T. Brush, John Colp and C. A. Gent, with a capital stock of \$400,000. This new company has been organized to purchase and ultimately develop a large tract of land in the eastern part of Williamson county. It is not expected that much if any work will be undertaken this year, but that one or more shafts will be sunk and the mine fully equipped with tipples and other machinery early in the summer of 1907, by which time it is expected that the property will be reached by the new Eldorado, Marion & Southwestern railway.

The Waldensia Coal & Coke Co. has been incorporated in Tennessee to operate coal mines upon five thousand acres of fine coal lands in the eastern part of that state. The officers of the company are W. E. Cassidy, president; H. C. Thompson, vice-president and general manager, and R. W. Jackson, secretary and treasurer. The property of the company represents an outlay of \$380,000 spent by six millionaire capitalists of Chicago several years ago in development, but as it was not operated as successfully as the Chicago investors desired it was put on the market after the death of Henry Weaver, of Chicago, who was general manager.

Nearly every day for the past year some Chicago firm has called up THE BLACK DIAMOND office inquiring where they could secure a salesman, stenographer, car clerk or some other class of help. In most cases we were able to place these firms in touch with people desiring positions, but in quite a number of instances we were unable to do so as no effort had ever been made to systematize the work of registering men who were seeking employment. The new department which has just been organized by THE BLACK DIAMOND will facilitate the bringing together of employer and employe and this convenience will undoubtedly be greatly appreciated in all branches of the trade.

The Eldorado, Marion & Southwestern railway is a coal road upon which the active work of construction is being rapidly pushed. The first section to be built will run from Marion, Ill., to Pittsburg, Ill., and thence through the properties of the Colp Coal Co. to the property of the recently organized Allegheny Coal Co., from which it will eventually be extended to an Illinois Central connection at Eldorado, Ill., or some other convenient point. The first section will be about seven miles in length, upon one-half of which the grading is already completed and the grading of the balance will be finished within a few weeks. The materials for the construction of the track have already been purchased and also one locomotive and a supply of flat cars.

From time to time members of the Northwestern Retail Coal Dealers' Association have urged that the association should take up the matter of credits and collections, providing some adequate organization and method for the protection of members from deadbeats and for the collection of accounts of a dubious character. While the association would have liked to take up this line of work in behalf of the trade it was not deemed wise to do so because of the liability of running into legal complications. G. H. Reeves, of Minneapolis, Minn., secretary of the association, has, however, been influential in the organization of a company to be known as the Commercial Credit Co., which will take up such matters upon its own responsibility, the intention being to make a specialty of coal collections and re-

porting. The plan is for this company to secure subscriptions of dealers and to take the delinquent accounts of subscribers for collection. At stated intervals lists of those who are found to be "slow pay" are to be prepared with desirable data concerning each, and these reports furnished to each subscriber. The subscription price for these reports will be twelve dollars per annum, an additional charge, of course, being made where the company undertakes to make collections. The plan is now being worked out at Minneapolis, but will be extended to other cities as rapidly as possible. For the present the headquarters of the company will be 1001 Lumber Exchange, Minneapolis.

A. B. Wilson, a coal operator of West Virginia, has been elected president of the Capitol Coal & Coke Co., which was incorporated several days ago at Columbus, Ohio. The offices of the new company will be in the Columbus Savings and Trust building, Columbus. C. S. Binns, who for several years has been sales manager of the Columbus & Hocking Coal & Iron Co., will be vice-president in charge of sales. Mr. Binns retires today from his present position to take up his duties with the new company. Mr. Binns has been in the coal trade in Columbus since 1891, and is known all over the state. E. D. Carr, formerly of Bellefontaine, Ohio, who has been at the head of the traveling representatives of the Columbus & Hocking Coal & Iron Co., will be appointed to the place in that company made vacant by the resignation of Mr. Binns.

The Colp Coal Co. is rapidly pushing work for the development of its valuable tract of coal land adjacent to the new town of Pittsburg, Ill. Its first shaft is located about half a mile from the town and will be reached within the next ninety days by the new line of the Eldorado, Marion & Southwestern railway, which will be completed in time for use in transporting the heavier machinery to the mine. During the last few days the contract for a modern steel coal tipple has been let by the Colp Coal Co. to the Wisconsin Bridge & Iron Co., of Milwaukee, Wis., and the contract for a full shaker screen equipment to the Eagle Iron Works at Terre Haute, Ind. It is understood that the other machinery contracts, including those for boilers and engines have not yet been placed. The equipment to be installed this fall and winter is designed to have a hoisting capacity of from two thousand to twenty-five hundred tons daily.

Much interest and considerable concern was created this week among coal operators shipping to this market by the announcement that on Wednesday, August twenty-ninth, the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul railways would withdraw from the reciprocal switching agreement and would thereafter make a charge of forty cents a ton for switching coal from their lines to points upon other lines inside the Outer Belt railway of Chicago. This action has been threatened for some time, but has been so long delayed that many had supposed the plan was abandoned. In view of the strong protest against the insufficient notice given the action has been reconsidered so far as regards the date for putting it into effect. It is now stated that the existing reciprocal agreement will be abrogated on September thirtieth. It is also stated that the reported fixing of a switching charge for the future at forty cents per ton is without basis in fact, and that the revised tariff has not yet been adopted, or even decided upon.





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In this week's issue of THE BLACK DIAMOND we publish the first of a series of occasional "Talks in the Field of the Retailer," by THE WEIGHMASTER. This official, skilled in the accurate weighing of things physical, is also the possessor of a sort of scale specially adapted for weighing the ideas, methods, needs and complaints of retailers, and from time to time he will publish the results of these weighings for the benefit of others.

FRANCIS FEEHAN, Pittsburg district president of the United Mine Workers of America, writing in attempted defense of the sympathetic strike in the Charleroi mines, aimed at the Pittsburg Plate Glass Co., says: "Our organization does not discriminate against non-union men." The blood of slain and the deformed limbs of living non-union miners cry out against such brazen assertions, as do such occurrences as the supplemental strike at Moore's Run, ordered because the operators refuse to discharge men who stood by them during the strike.

"ABOUT the best and most plausible method for securing an adequate supply of freight cars," says an editorial in a West Virginia newspaper,

"would be to pass laws compelling all railroad companies to furnish operators, upon three days' notice, all the cars their output demands, and in order that the railway companies may be able to do this, stipulate in the law that they be given three years from the passage of the law in which to increase their rolling stock. The railroads could well afford to make this increase, and it would be better for all concerned as it would give the operators and others who use the railroads a chance to work their operations to their fullest capacity. There is one thing sure, if such a law was enacted, there would not be so many coke ovens idle in this state."

From a purely practical point of view this may be a hair-brained idea, but it will strike a sympathetic chord with many an operator who is regularly exasperated and made to suffer by the annual car-shortage which is as unfailing as the other autumn frosts.

**Short Weight Shipments.**

Probably no other subject has received as much earnest and serious consideration among retail coal dealers during the last few months as that of short weight shipments. This is an evil of long standing, but in the past it has for the most part either been borne in silence or has been resented at times and places so remote as to make the protests entirely ineffectual. Of late, however, the feeling has rapidly grown in strength that this is a source of annoyance and loss which can be and must be abated. The growth of this sentiment seems to have taken place spontaneously and without being stimulated from any central source, so that in many parts of the country local, state and interstate associations have taken the subject up for consideration, and then through committees or other executive boards have undertaken to solve the problems involved.

Oftentimes when parties having adverse interests attempt to settle their difficulties, trouble arises at the very start from the inability to find any common ground upon which they could agree to stand. Any statement of the case which appears just to one side seems to work injustice to the other side, and the attempt at settlement fails because of the inability to solve this fundamental problem, long before the questions of detail or method are reached.

This difficulty does not seem to exist as regards the question of avoiding short weight shipments. It is entirely possible to state, plainly and clearly, the end to be sought and to state it in such a way that none of the parties concerned can offer any objection thereto, provided they are fairminded and free from any desire to overreach the others. This problem will never be settled right, and hence stay settled, except by full regard to three fundamental principles: first, the retailer must receive all the coal that he pays for, and pay freight upon, but no more; second, the railroad is responsible for all the coal which it receives from the operator and must accept the consequences of this responsibility by either delivering the full amount or by making good any loss occurring while the coal is in its custody, but should receive full tariff for carrying all which it delivers; third, the operator must load as much as he bills, but he should be paid for all that he loads.

The three parties at interest are alike in this, that each has certain responsibilities and certain rights, as set forth. But neither the duties nor the opportunities of the three are equal when it comes to arriving at a revision of the present practices and the insuring of equal justice to all. Both the operators and the retailers want to have these constant troubles over short-weight shipments brought to an end, and have repeatedly urged decisive action. They are always the complainants. But the railroads hold the key to the situation. As long as they dodge the issue, the evil will continue, unless it is settled over their heads by legislation, for, this alternative apart, their dictum is final. At present they occupy the unenviable position of the defendant afraid to come to trial. Their inaction may be due merely to neglect or indifference, but when, out of twenty-seven railroads invited to a conference with the representatives of the retailers of the great northwest, less than half a dozen respond, and they quibble over side issues, the less favorable inference is certainly suggested, and that strongly.

For the whole burden of suspicion rests upon the railways. Whether the operator loads a certain amount of coal, and whether the retailer receives the same amount—these are simple matters of weighing. But the care and protection of that coal during the many days and over the many miles of road while it is in transit—that falls upon the railway. If a shortage occurs, it is upon the railway that suspicion falls, either of direct appropriation of the property of others or of shutting its eyes to the spoilation of property for which it is or should be responsible.

The innocent man under suspicion courts investigation as the way to vindication and the man of character who finds himself in a false position, moves heaven and earth, if need be, to clear himself. So long as the railways quibble and dodge, they invite the aspersions cast upon them, and should take the initiative instead of having to be either importuned or threatened by the suffering coal men.



### International Council of Coal Merchants.

Pursuant to the by-laws and call of the board of directors of the International Council of Coal Merchants, the regular annual special meeting of the council will be held at the Hotel Henry, Pittsburg, Pa., on Wednesday, September twelfth, 1906, at ten o'clock a. m., for the election of officers and directors, and the consideration of all business appertaining to the interests of the corporation which may lawfully come before it.

This is the regular annual special meeting of the International Council of Coal Merchants provided for in Article III, Section 2 of the by-laws, and is held one week prior to the regular annual meeting at Chicago, Ill. The object of the Pittsburg meeting is to transact all business of the council, and to elect officers subject to ratification by proxies at Chicago on September seventeenth, 1906.

The Pittsburg meeting, therefore, becomes the most important council meeting of the year, while the Chicago meeting will be a formal meeting held by proxy to comply with the laws of the State of Illinois, the charter state of the council, which provide that the election of officers shall take place at the Chicago office of this corporation. The meeting will probably remain in session for two days, Wednesday and Thursday, September twelfth and thirteenth.

Each association or exchange affiliated with the International Council of Coal Merchants is entitled to send one representative member for each five hundred members or fraction thereof represented, provided, however, that each as-

sociation or exchange shall be entitled to at least one representative member.

Associations which have not affiliated with the International Council of Coal Merchants are cordially invited to send delegates on the same basis of representation.

Each representative member will be entitled to one vote on any question, either in person or by written proxy. All representatives, members of the council or delegates, should bear credentials showing their lawful appointment as representative members or delegates.

### New Anthracite Company in Chicago.

The New Independent Fuel Co. is the latest addition to the ranks of the anthracite selling companies in Chicago. The dock property formerly occupied by the Lehigh Valley Coal Co. on the north branch of the Chicago river at Clybourn place has been secured by the new concern, and two vessels, the H. R. James and the Rutland, were unloaded this week. The Scranton Coal Co.'s celebrated Scranton coal will be the anthracite handled at the dock and a complete line of bituminous coals will be carried in addition. J. R. Veitch well known in railroad circles, is president and treasurer of the new company, F. G. Tebo, vice-president and general manager, and James R. Turner is general sales agent. Mr. Tebo will have direct supervision of the dock and yards and the car sales department will be in charge of Mr. Turner. The general offices of the company will be located on the sixth floor of the Fisher building, Chicago.

### Progress of Deepwater & Tidewater Railway.

Raymond Dupuy, general manager of the Deepwater & Tidewater, the railroad which is being built through the coal fields of Virginia without bonds or land contributions, and which is expected to supply New England with cheaper fuel through a connecting line of boats, says:

"Progress on the Deepwater & Tidewater is entirely satisfactory, and if the labor problem does not interfere further than it has, we can have trains operating over the line from end to end by January, 1908. This does not mean piece-meal operations, but work on an extensive scale, for there will be hundreds of thousands of tons of coal ready for shipment. Every mile of the 448 proposed to be built, every bridge on the entire line and every tunnel are under contract; it is now a matter of construction, not of mere surveys. Altogether there are now about 130 miles of this road completed, while out of the other 315 much is graded and ready for the rails. On the Norfolk end sixty-four miles of rail have been laid; on the western or Deepwater end sixty-five miles of track is now in operation.

Eventually the road will reach the Ohio river at or near Pomeroy, Ohio, to which point Joseph Ramsey and his associates are now building their Lorain, Ashland & Southern from Lorain on Lake Erie. In connection with the Ramsey road the Deepwater & Tidewater has a possible outlet to Lake Erie from its vast coal fields, in addition to its own line to Norfolk.



A SERIOUS CAR SHORTAGE IS EXPECTED THIS FALL. WHICH OPERATOR IS GOING TO GET THE MOST CARS?





## By-Product Coke Ovens.\* Part II; The Present Era.

By Edwin A. Moore.



In taking up what we have elected to group under the present era in the installation and use of by-product coke ovens we shall endeavor to present the reasons for calling attention to the metallurgical and gas manufacturing departments. It is frequently charged by the blast furnace and foundry men that coke made in by-product ovens is inferior because of the utilization of the by-products, and the gas man charges that it is too expensive a method of obtaining gas, and furthermore that the quality of the gas is not comparable with the advanced methods of gas manufacture, because the character of the coal used is not suited for gas manufacture on account of the necessity for using such coal as will produce coke of suitable structure for blast furnace, foundry, or other needs.

To show the utter erroneousness of such charges, though we do not question the good faith in which they are made—they simply result from a misconception of the facts, due principally to lack of knowledge—we shall briefly outline the complete arrangement and operation of a plant, showing the distinct line of demarcation between the actual manufacture of coke and the treatment of the gas and by-products.

### Arrangement of the Camden Plant.

The illustration on the opposite page shows the general arrangement of a plant of one hundred coke ovens which has been installed at Camden, N. J. Coal is received by either boat or rail. On the drawing is indicated the coal-storage pile from which coal is taken in the event of an emergency preventing them from getting the regular daily supply for keeping the elevated coal bin filled for the regular continuous operation of the plant. A plant of one hundred ovens is usually divided into two batteries of fifty ovens each. The batteries and platforms upon which the coke is pushed are shown on this drawing and lettered A and B, respectively; the mechanical pushers for discharging the coke are lettered O; the building containing the condensing apparatus and equipment is lettered F; the power house is marked G, having arranged therein an electrical power equipment for generating the current for the entire plant and lighting system; the ammonia house is marked H, and is equipped with a complete system for the recovery of the ammonia which has been given up into the ammoniacal liquor during the condensing process; the large tank for the storage of tar from sixty to ninety days is marked K; X is the auxiliary gas holder, or, practically speaking, the governor for the fuel supply to the ovens; tanks marked L are for the storage of ammoniacal liquor; Y indicates the laboratory; J the benzol house, containing the equipment for the recovery of the benzol; and R the general offices. The space occupied by the plant as indicated is approximately 500 by 1,000 feet.

### Contrast Between the Old and New.

The contrast between the older method of arranging a plant, where the coke is pushed on to platforms and handled into cars purely by hand labor, and the later improved methods which have been adopted and put into use in connection with some of the more recent plants is very marked. The advantages of the labor-saving devices become instantly apparent. In the former plant the coal is taken from the supply bin and discharged into the ovens by the use of a charging larry, arranged with spouts covering each charging hole as shown. It was formerly the custom to mount above the ovens a

substantial bridge structure, spanning entirely each oven battery, while in the later plants the bridge is dispensed with and the oven battery itself is utilized by having mounted thereon suitable steel or cast-iron girders, with track facilities for conveying the larry from oven to oven as desired. The method of unloading the coal from cars or boat, as the case may be, has been materially simplified and the supply bin is, we believe, arranged to better advantage by locating the same between the batteries instead of arranging them at the end of two or more batteries.

The substructure supporting the ovens has been materially improved by mounting the ovens proper upon steel beam-work arranged upon three longitudinal walls of concrete construction as shown. The regenerators have been placed in substantially the same position as heretofore with reference to the oven arrangement, but the serious objection of having them perform, in addition to the regenerative service, the function of a main support to the ovens proper, has been eliminated. The contraction and expansion constantly going on in the oven brick-work as well as the regenerators make the advantages of this feature very apparent. The pushing device for discharging the ovens is substantially the same as has been in vogue for years, with the exception that in order to increase the output, due materially to the more rapid coking in the ovens, it has been found necessary to vastly strengthen all of the parts.

Another material improvement which has been of great service in maintaining the uniformity of charge, insuring practically the same amount of coal being supplied to each oven, has been the mechanical leveling device, which is mounted upon the pusher and operated by the same attendant.

### The Mechanical Door-Hoisting Device.

In combination therewith is a further labor-saving arrangement, on the more recent plants, consisting of a door-hoisting device so arranged as to be operated also by the pusher-man. This is a very simple and inexpensive contrivance, and very effective both as to minimizing time and reducing the expense of labor and repairs. The method of handling the doors in vogue prior to the past few years has been to operate them by a hand-winch arranged on tracks running longitudinally with the ovens, and requiring generally the services of two men to each side of the battery, because the doors on the ovens are handled practically simultaneously. The sequence of each of these devices makes the arrangement such that there is ample time for the performance of each function. When the doors are removed from an oven, which is only done when it is ready to be pushed, the pusher-ram discharges the oven on to a coke platform, while in the other arrangement it is discharged into a coke-quenching machine, which is a device made large enough to receive the entire charge of the oven practically unbroken.

The general arrangement of the machine is such as to permit its being operated similarly in its travel from end to end of the oven batteries to the coke-pushing machine, and it follows that when the oven is to be pushed the pusher must be ready at the oven simultaneously with the quenching machine. When the oven is pushed the doors of the quenching machine are closed and the quenching process is proceeded with by an arrangement of a water-supply trench in combination with a motor-driven rotary pump which discharges the water into the cast-iron water-jacketed box in which the coke has been placed, and this in turn overflows throughout the entire length of the box at an elevation higher than the top of the coke, causing the same to be instantaneously deluged with the quantity of water

which is found to be sufficient for the quenching needs of the coke charged. In addition to the water being supplied through the water-jacketed sections the cast-iron box is prevented from cracking and is constantly kept supplied with fresh cold water. After the coke is quenched it is discharged into the cars which are immediately available on the coke-loading tracks, either by spreading it into several cars or into a single car, at the option of the operator, for he has entire control of the traction travelers, as well as control of the movable bottom arranged in combination with the machine which discharges the coke into the car. The advantages of this machine with reference to the time element as well as in labor economy are so readily apparent as to require no further comment.

### Coking and By-Product Equipments Distinct.

It can be readily seen that all of the essentials are embodied in this arrangement for the complete production of coke, irrespective of the by-product installation of the plant, with the exception, of course, of the gas required for heating the ovens. This heat is indirectly applied, as previously explained in describing the rotation of the heating process. It only remains for you to realize that the difference between the ordinary beehive method and the by-product method, so-called, consists in the fact that in the beehive process the heat is supplied by the combustion and partial consumption of the coal bed itself during the coking period, the air of combustion being admitted through the single door provided for withdrawing the coke. The only other point of difference existing is where the gas is released from the oven. In the case of the beehive oven it passes through the charging hole in the top of the oven and out to the atmosphere. This practice would be maintained in the by-product oven simply by removing the standpipes connecting each oven with the collecting mains heretofore referred to, or, more simply still, by closing the valve connecting the same and removing the lid at the top of the standpipe connection, thus permitting the gas in the same manner to pass off into the atmosphere to be wasted, and what this waste means will be shown later in actual figures.

A coke-producing plant of this type is therefore absolutely independent of any by-product equipment. Indeed, there have been installed at various periods in Europe plants of this type, so arranged that the gas is immediately consumed when evolved from the coal by being taken into the flues and burned on its passage downward from the ovens, thus eliminating all expense whatsoever of the by-product end of the plant. The error of this arrangement, however, has proved itself to be very disastrous from a financial point of view, and it is not considered in connection with plants installed in recent years, although the non-by-product method, in contrast with beehive coke, possesses all the advantages from a labor-saving point of view which have been pointed out, besides an increased output of coke per ton of coal used.

### Separation and Treatment of the Gas.

The gas passing from the coal being converted into coke is worth from eighty cents to one dollar or more per ton when properly treated and separated. When the gas is properly utilized it is convertible into heat, which represents work, or other uses of high commercial value, and it is not sane judgment to permit the passage into the atmosphere of such an enormous volume of excellent revenue-producing material, to say nothing of the disadvantages incident to the contamination of the atmosphere, the destructive influences upon surrounding vegetation, and the

\* Paper read before the Engineers' Club of Philadelphia, and forming a part of its Proceedings for July.



unhealthy condition created throughout the community at large. Attention, therefore, is invited to a description of the means employed for the treatment of the gas conveyed through the mains upon the tops of the oven batteries from the coal carbonized.

A complete plant, installed in connection with the coke ovens built by the Lackawanna Steel Co., at Buffalo, N. Y., condensed under one roof with equipment sufficient for the handling of forty million feet of gas per day, will serve to demonstrate to the gas manufacturing department the applicability of this feature of the by-product coke oven industry. A large gas conveying main, running longitudinally with the main building, carries the gas supply from the ovens to the condensing house.

The first series of apparatus for the treatment of the gas are patented air and water coolers, the function of which is to regularly reduce the temperature of the gas, without shock from too rapid chilling, from the inlet temperature, which is probably from 300° to 150° F. This is effectually produced by water spray applied at the top of each section and permitted to flow in thin sheets on the outside and down both sides of the rectangular sections, passing from one to the other in contra direction to the gas. The water being exposed to the air gives off the heat in its passage down and over the surface, and thereby

of this suction is controlled in such manner as to take the gas from the ovens when they are operating under very slight internal pressure. A simple, mechanical governing device has been invented and introduced, with splendid success, enabling this feature of the oven operation to be carried out to good practical advantage.

#### The Extraction of Ammonia.

From the exhausters the gas is discharged through the final tar extractors into the ammonia scrubbing apparatus, which consists in this case of a series of triple-tower scrubbers, each apparatus comprising three distinct towers, combined to permit the gas to pass upward in each case through an arrangement of wooden slats, over which from top to bottom is trickled a uniform supply of water or ammoniacal liquor, of variable strength as may be required for the proper absorption of the ammonia from the gas, which has been previously cleansed from the heavier tarry substances. Fresh water and ammoniacal liquor are circulated through these scrubbers until the desired strength is secured, when it is discharged by a pump into the ammoniacal storage tanks outside of the building. From these tanks it is taken and the ammonia distilled by special distilling apparatus which evaporates the water, liberating the ammonia

for illuminating purposes, lighting the cities of Camden and Trenton and the intermediate towns between Camden, Trenton and Woodbury, N. J. Also a plant of two hundred ovens, each with a charging capacity of nine net tons of coal, for the Maryland Steel Co., Sparrows Point, Md., the coke made by these ovens being used in the blast furnaces of the company at Sparrows Point. The surplus gas is sent to Baltimore where it is used for lighting the city; a plant of fifteen ovens, of the nine-ton charging capacity, at Wyandotte, Mich., for the Michigan Alkali Co., the coke being used in the lime-kilns required by them in connection with their soda ash works, and the surplus gas used for the heating of some special furnaces in their process department; a plant of 212 ovens, with nine-ton charging capacity, for the Sharon Coke Co., Sharon, Pa., the coke being used for the blast furnaces located upon the same property, and the gas being utilized for heating purposes in the various mills, being a part of the combined plant; a plant of fifty ovens of seven-ton capacity each for the Zenith Furnace Co., Duluth, Minn., the coke being used in their furnace immediately adjacent to the coke plant and the gas sold to the city for illuminating purposes.

#### Installations by the Semet-Solvay Co.

During the same period the Semet-Solvay Co. has installed a plant of forty ovens at Chester, Pa., intending to supply coke to the Tidewater Steel Co.; a plant of eighty ovens at Milwaukee, where the coke is used for domestic and foundry purposes, and the gas supplied to the city; a plant of ninety ovens at Lebanon, in combination with the Coleman furnaces, an allied interest of the Pennsylvania Steel Co., the coke being used in the furnaces, and the surplus gas supplied to the American Iron & Steel Manufacturing Co.; a plant of thirty ovens at Geneva, N. Y., the coke being sold in the community and the gas disposed of locally.

Installations of each of the United Coke & Gas Co.'s types of ovens now building are: 112 ovens, being the fourth installation, completing a plant of 372 ovens for the Cambria Steel Co., at Johnstown, Pa.; fifty ovens of the most modern type being added to the Camden plant, and a duplication of the fifteen ovens installed at Wyandotte, Mich., for the Michigan Alkali Co.

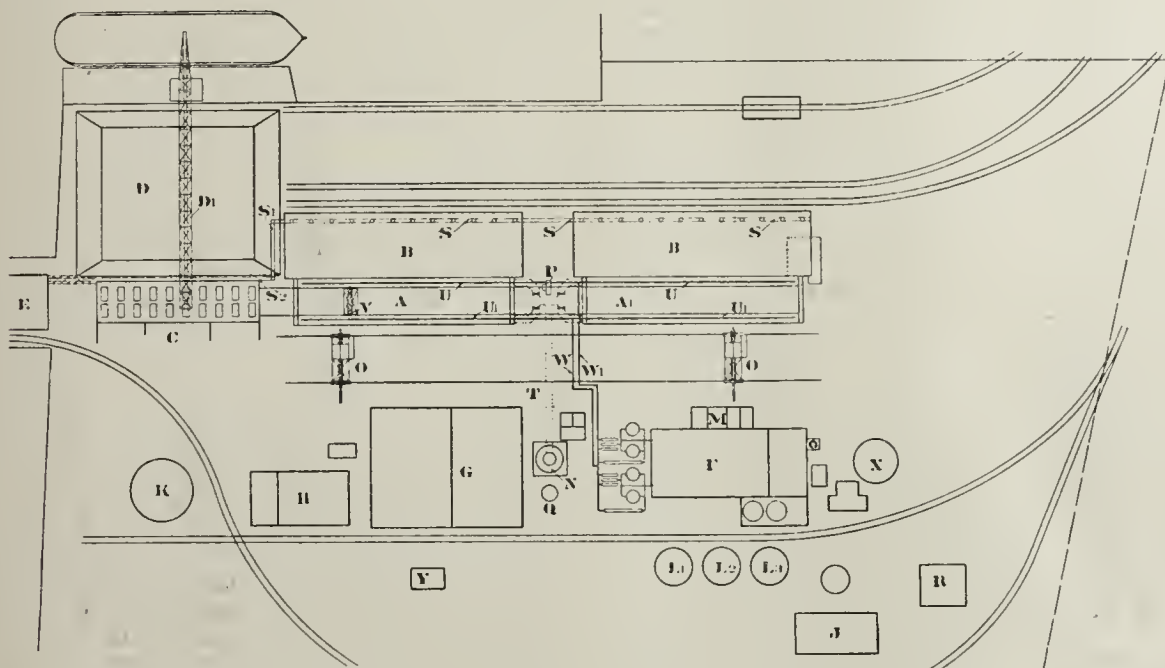
The Semet-Solvay Co. has also secured contracts for 120 ovens for the Pennsylvania Steel Co., at Steelton, Pa., and has built a plant of 120 ovens in the city of Chicago on their own account for the purpose of supplying coke locally, the gas to be disposed of, as reported, to the city.

The repeat contracts which have been entered into during the year are in themselves sufficient evidence of the success attained by the previously installed plants, and have undoubtedly been the means of establishing a great deal of confidence as to the future outcome of the industry among large interests, entirely lifting the plane of consideration beyond the prejudice of those who have been accustomed to look upon the so-called "isolated ventures" as dreams of enthusiasts.

Although it has not been intended as within the scope of this paper to introduce much statistical data the following figures will probably be of interest since they furnish substantial evidence of the superior merits and advantages of by-product ovens over beehive ovens, and give important information bearing upon the future prospects of the industry in its various ramifications.

#### Profits in the By-Product Industry.

An example has been taken of an average sized plant of one hundred by-product ovens, each with a charging capacity of 7½ net tons of coal, equal to 750 net tons to be carbonized daily. Comparison is established by figures showing the net cost per ton in ordinary beehive ovens and in by-product ovens on the same basis of coal carbonized. The cost of the coal at the mines has been taken at one dollar per net ton in each case. The item of freight has been ignored, as the freight on coal is taken to offset the freight on the coke, although the average cost of coke transportation generally is higher than that of coal, on account of the greater bulk of coke. By reference to the statement it will be seen that the cost for 750 tons of coal used in bee-



Sectional Drawing of By-Product Coke Oven, Camden, N. J.

reduces to a great extent the quantity of water required for the reduction of the temperature in this pass. Furthermore, the uniformity of reduction is maintained by increasing or diminishing the supply of water to an exact nicety with the requirements of each individual section, and for several months in the year the exposed surface of the coolers is alone sufficient, thereby eliminating the use of the water entirely. The temperature is controlled by increasing or diminishing the volume of gas passing through each bank of coolers. The second apparatus is for further reduction of the temperature from 150° to nominally 75° or 80°, and is a patented nine-pass multitubular cooler, the gas passing alternately up and down through the tubes around which water is circulated, it also passing alternately up and down but in opposite direction to the flow of the gas. This type of apparatus is also very effective because of the delicacy with which the regulation may be controlled, permitting the tarry vapors to be properly condensed, thrown down and removed from the apparatus at each successive stage of the condensing period. Effort is made by the treatment of the gas through this apparatus to remove practically all of the tar and lighter oils. This, however, is not accomplished to the extent desired, and it has, therefore, by experience been found necessary to arrange an apparatus in such series on what is termed the pressure side of the house, to finally extract the tar. The foregoing condensing apparatus is worked in this system under slight suction, the gas being drawn through the supply mains from the ovens and through the forward apparatus by means of direct connected steam driven rotary exhausters. The regulation

vapors, which are in turn condensed into the form of concentrated ammonia, or otherwise converted into sulphate of ammonia. This plant is arranged for the production of ammonia in either form. On account of the vast quantities produced, however, and the more advantageous price to be obtained for sulphate of ammonia most plants are now manufacturing sulphate for the general fertilizing market trade.

In addition to the extraction of ammonia it has recently been found very practicable and profitable to install scrubbing and other apparatus for the extraction of the benzol carried in the fuel gas. This has been performed very successfully at the Camden plant during the past year, and advantageously utilized for increasing the candle power of the gas. In the event of it becoming necessary to utilize surplus gas in any locality for fuel purposes only, a complete benzol extraction plant can be installed at nominal cost, and important revenue derived from its sale for gas enrichment purposes in lieu of the usual enriching oil now generally used.

The establishment of plants in various localities throughout the country during the past few years has been the means of demonstrating their practicability for various uses. The United Coke & Gas Co. installed in Camden during the second period under consideration a plant of one hundred ovens for the Public Service Corporation of New Jersey, the coke produced being converted into various sizes, sold almost exclusively for domestic consumption, and marketed in the same manner as anthracite coal. A portion of the output, however, is sold for foundry purposes, the principal customer in this line being the Baldwin Locomotive Works. The gas is used



hive ovens at one dollar is \$750 per day; the labor repairs, and all other capital charges per ton of coal carbonized, taken at fifty cents, is \$375, making a total of \$1,125. The coke output on a basis of sixty-five per cent yield would be 487½ net tons of coke, making cost thereof per net ton of coke \$2.30. By the statement showing results from the by-product ovens we have under expense, 750 net tons of coal at one dollar, \$750; labor, repairs, and all other capital charges per ton of coal carbonized, eighty cents, the capital charge being materially increased on account of the greater cost of the plant, making six hundred dollars, a total cost of coal and other expenses \$1,350. The credits for by-product returns, covering ammonia, tar, benzol, and the surplus gas sold at fuel value, aggregate \$1,003.55, leaving a balance of \$346.45 representing the cost of coke produced, which in the case of by-product ovens is seventy-five per cent, a

total of 562½ net tons of coke, the cost of which upon this basis is sixty-one and six-tenths cents per net ton; or, by substituting twenty-five cents per thousand cubic feet of gas sold for illuminating purposes instead of for fuel purposes, as credited in the above statement, the total credit for the daily output would be \$1,336.80, showing a difference between the combined cost of the coal and labor of \$13.20, or making the actual cost per net ton of coke two and thirty-five one hundredths cents. In other words, if the gas be sold at ten cents per thousand feet for fuel purposes the beehive coke will cost \$1.684 more than the by-product coke, and if the gas is sold for twenty-five cents per thousand feet for illuminating purposes, the coke from beehive ovens will cost \$2.2765 more per net ton.

The figures used in the preparation of these statements for by-product ovens are based upon actual results, and so far as we are able to

learn from information obtained the figures given covering the labor and other expenses in connection with the beehive oven results are conservative, and the coke yield given is perhaps higher than is obtained in the general practice.

The present capacity of the ovens contracted for under licenses of the United Coke & Gas Co. is 5,200,000 tons, and those contracted for by the Semet-Solvay Co. 2,800,000 net tons of coal, producing in total 6,000,000 tons of coke on the basis of seventy-five per cent outfit, although some of the plants, notably that of the Cambria Steel Co., get a considerably larger yield on account of their low volatile coal. Accepting the figures given in reliable trade reports, the entire production of coke for the year 1905 was over 26,000,000 tons; therefore, about twenty-three per cent of the entire quantity of coke produced in this country is from by-product ovens.

## The Mashek Fuel Briquetting Process and Machinery.

Three orders which has recently been placed with the Traylor Engineering Co., of New York, for fuel briquetting machinery, to be made under the Mashek patents, and now being built by this company, are of great significance as indicating that the difficulties which have heretofore stood in the way of a commercially successful expansion of this proposition for the American trade have been entirely overcome, and that the briquetting of fuel materials which have heretofore usually represented merely waste or by-products is now about to take its legitimate place as one of the great and profitable industries of the country.

The three orders just placed for the Mashek machinery are particularly significant, both because of the prominent positions of the buyers and their knowledge of this business, and because this machinery has been chosen of every known process to replace the best known European machines after exhaustive and expensive experimentation with every known process. The purchasers of the machines are:

Edward B. Arnold, No. 1 Broadway, New York City.

Semet-Solvay Co., Syracuse, N. Y., for Detroit plant.

Montreal Light, Heat & Power Co., Montreal, Canada.

Each of the plants owned by these purchasers represents a distinct proposition in the briquetting field. Mr. Edward B. Arnold is a large dealer in coal, with offices in the Washington building, and yards at the foot of West Forty-eighth street, New York city. His plant is to briquette anthracite coal.

The Semet-Solvay Co.'s plant, at Detroit, Mich., is one of several large plants owned by this company where coke is made in Solvay by-product ovens and all the by-products made commercially available. This briquetting plant is to produce first-class domestic fuel from coke breeze.

The Montreal Light, Heat & Power Co.'s briquetting plant is to use the coke breeze resulting from gas-making operations, for the production of smokeless briquettes for general consumption.

Mr. Arnold's proposition represents that part of the industry which has its basis in the fact that at the coal mines there are always large quantities of fine or small sizes of coal produced which either can not be marketed or are sold at a loss to consumers in that condition. These small sizes when put into the form of an attractive briquette can be sold for as much as the highest priced sizes of natural coal, or even a higher price. In fact, when properly-made briquettes become known to the public they may have a preference in the market because of the regularity of their size and form and their even-burning and lasting qualities.

Wherever the fuel market is enough removed from the coal fields to bring the price of coal above three dollars wholesale per ton, it will pay handsomely to make the fine sizes into briquettes. This manufacture of briquettes will be done as a rule where the mar-

ket is, and not at the mines. There are several good reasons for this. The freight rate, for instance, is much less on fine coal than on briquettes or on the more valuable sizes of coal, and even if this difference did not exist there are many reasons why it would be cheaper and better to make the briquettes near where they were to be used.

The great fields for briquetting fine coal will then be at tidewater in the New York metropolitan district, throughout New England, New York and Canada in the east, and in the west from the Rocky mountains to the Pacific, and in the lignite fields of the northwest. Parts of the south, too, with its awakened industries, ought to furnish an excellent market for such fuel.

The Semet-Solvay Co.'s and Montreal Light, Heat & Power Co.'s plants represent that other important phase of the briquetting proposition—the utilization of by-products.

The Montreal Light, Heat & Power Co.'s plant is to make smokeless briquettes, using coal tar pitch as a binder.

All three of these plants were equipped originally with the best known and most expensive machinery made by European manufacturers, and that most widely used in Europe. However successful these machines may be in Europe, they have proved failures here. The briquettes produced do not suit American consumers, and they can not be produced so as to sell in competition with the high-grade American coals. This is principally because it was found that a large amount of binder was required, the capacity of the plants was small; and the plants require too much attendance, which, with the comparatively high cost of labor in this country, made the labor cost per ton of briquettes too large.

The most successful European machinery produces as a rule large-sized briquettes. Consumers in America will not bother to break up fuel in order to be able to consume it to advantage. This applies particularly to the household consumers who in the aggregate offer the most profitable market for properly proportioned clean and well-made briquettes.

The Mashek briquetting process and machinery were designed and developed expressly to meet the American conditions of manufacture and the American consumers' fuel requirements. The briquettes produced are cleanly and easy to handle and use, and the plants are absolutely automatic. No hand-labor is required from the time the small coal is delivered to the machines until after the finished briquettes are spouted out into wagons or cars to be delivered to the consumers.

The process consists principally of crushing the material to an even size, drying and heating it; introducing the binder in such a manner so that each particle of coal receives a very thin coating; passing the mass through a tempering process, and from there to the press. From the press the finished briquettes go to a cooling table from which they are dropped or elevated to the storage bins or cars.

The drying, heating, mixing and tempering

operations are performed in an efficient and inexpensive machine. Superheated steam, fuel oil or coal are used to heat and dry the material, the nature of the material to be briquetted, determining what heating agent it is most desirable to use.

The briquette press is of a rotary pattern, made considerably heavier and for heavier pressures than the usual type of European press.

The rolls which contain the briquette molds are made in one piece of hard material and highly finished. The shape of the briquette is rectangular, when viewed in one direction, and spherical from the other point of view. It is of such a shape that it can be easily handled with a shovel, or through spouts or chutes, the same as ordinary coal, with possibly less breakage.

The weight of the briquette ranges from one and three-quarters ounces to five ounces, varying with the material they are made from and the purpose they are intended for.

The briquetting press possesses a number of features not possessed by any European machine. The briquettes are ejected from the molds by force, and the press is also provided with devices to prevent under or over-pressing, and thus avoids the production of split briquettes.

This process has been thoroughly tried out on all the coals from anthracite to the softest lignite, and found to work satisfactorily on each of them.

The percentage of binder required by the different materials by this process is also considerably less than the average called for by the makers of European machinery.

The cost of manufacturing briquettes by the Mashek process, exclusive of the coal, but including the pitch for binder, the fuel for boilers, dryers and heaters, lubricating oil, wear and tear, and labor has been found to be seventy-six to ninety-two cents per ton, depending upon the kind of material briquetted and the location of the plant in regard to freight charges on pitch, the cost of labor and of fuel for boilers.

The Traylor Engineering Co. is now in a position to undertake the complete installation of fuel or mineral briquetting plants, in addition to the manufacture of its regular line of mining and metallurgical machinery. By complete installation is meant designing the plants, erecting the buildings, furnishing and installing the machinery, and turning the plants over to the purchasers in operation.

The design of the machinery and the installation of briquetting plants is under the supervision of Mr. G. J. Mashek, the inventor and patentee of this process and machinery.

The perfection of this machinery and the increasing cost of mining and marketing natural coals in America bids fair to make the briquetting of small sizes and low priced coals and the by-products of coal and coke, and the development of the lignite fields in neighborhoods where the cost of other coal is high, an industry more profitable even than coal mining.



## Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
New York, August 30.

Trade conditions in the anthracite coal market are slightly more active since the first of the week, due to the existence of the expected demand which is usual during the months offering discounts. While it is only ten cents, it is the last for the season and has a stimulating effect upon buyers almost equal to the immediately preceding months upon those who desire to take advantage of discounts.

### Volume of Orders Is Fair.

A fair amount of orders has been received by shippers up to the present, and further business is looked for to be loaded at the shipping ports, at the current circular prices, which is likely to impart a better tone for future transactions.

With the general increased activity in all lines of trade, which is being evidenced by the enormous traffic moving, most favorable indications are given of a larger movement of coal during the coming months, as this industry usually follows in the wake of prosperity. As the season progresses there will no doubt be a material increase in the demand for coal.

Orders keep coming in from the western territory in greater quantity, larger even, in instances than can be shipped, on account of a scarcity of available cars, such as are required for this class of trade, as also a lack of vessels to take the coal to upper lake points. It is not usual to hear complaints in regard to a car shortage in the month of August, the pressure for them in former years not being felt until late in September and in October, but this is apparently the case this year, and as a result shipments from the mines are being limited according to the number of cars that reach them, this also having its effect upon the production, which does not seem to be in excess of present requirements.

### All Coal Mined Is Absorbed.

Operators are not disposed to close the mines, as has been usual, having enough business in hand to take all the coal mined. The only product curtailed is at the washeries, which are not being operated by the companies while the dull season is on, in order to prevent an accumulation of these fine sizes on the market, which might also be the means of accentuating the car situation.

There is a fair movement of coal to local points on the carrying roads east of the mines and to further northeastern localities, that has developed in the past week, rather indicating that storage places are not entirely filled up, requiring additional shipments to complete stocks for future needs. This all-rail trade has become an important factor compared with what it was a number of years ago, and with the realization of the changed conditions, shippers are giving it closer attention in the way of providing all requirements promptly, as in instances it has become preferable to some of the tidewater business.

There is very little demand from the east, and aside from the number of cargo orders now coming in for shipment before maximum prices are reached there is little business offering.

### Shoal Water Ports Pressing for Coal.

Orders for the shoal water ports are still pressing for coal, and it is intimated that a considerable tonnage will be forwarded to them before the season closes. Most of this class of trade is now being handled by barges because of their being more suitable to enter the shallow harbors and river points, whereas formerly it was practically all carried by small schooners carrying a few hundred tons.

The local harbor business, while not active, is sending in a few orders and it is noticed that one or two of the steam grades are now in short supply. Buckwheat No. 2 is apparently the size most desired and it is difficult to get what quantity is needed to fill the demand. Pea coal is very light and no amount of it is held in stock, so that in the event of an increased demand for it the supply would soon be exhausted.

### Further Development of Bituminous Trade.

The Atlantic seaboard bituminous coal trade shows a sufficient development of business to take what coal is being mined and transported to the various markets at this time. The improvement in the conditions at present prevailing is chiefly in the all-rail territory, and, as compared with that at tidewater, affects all mining regions in the same proportions.

The dilatory demand for coal at coastwise points must be largely due to the comparatively larger amount of stocks stored early in the year. There are but few signs of improvement in the way of increased shipments at any of the loading ports. The mines which, under normal conditions, furnish the

coal going to them are sending their product almost entirely to the all-rail markets, which are absorbing what tonnage is being mined, though heavier shipments could be made in some fields were cars in better supply.

The car shortage is one of the chief disturbing elements of the coal trade, though it is hard to account for it so very early in the season and no reasonable explanation can be obtained in regard to it. In the southern fields this situation is probably most keenly felt, though the production is also restricted by a shortage of labor, where neither mines or coke ovens can be fully operated, accentuating the car condition to an extent where orders for future shipment are being refused because of the uncertainty of securing the necessary labor and equipment to provide for same.

This status is not much better in those fields contributing to the central and eastern trade where shipments are interrupted and delayed by lack of equipment, or through some rules of routing, thus preventing the coal from reaching destination on time to meet the requirements of the consumer.

New York harbor is quiet and prices are lower than they have been all summer. This is believed to have occurred through the larger shipments consigned to these ports recently, in the hope of obtaining an advantage on an advanced market, but the fact of it being free coal and offered for sale had the effect of stagnating things and depressing values. Prices were down to \$2.10 on West Virginia coal and a few of the better grades sold comparatively as low, though the higher steam grades are well maintained at \$2.65@2.75 f. o. b. the shipping ports and are refusing to grant any concessions from these figures.

Trade in the east is very little improved, notwithstanding the cheapness of coal and the low ocean freight prevailing up to this week, with a certainty of advances in cost to rule shortly for the procuring of such tonnage as will be required.

### Vessel Market Is Advancing.

The vessel market is already much stronger, with all kinds of craft very scarce and likely to become more so in the course of a week or two. Prices are up five and ten cents. We quote current rates of freight from Philadelphia to Boston and Portland, 65@70c; Salem, 65@80c; Lynn, 80c; Newburyport, 85c; Portsmouth, 70@75c; Saco, 90c and towage; Gardiner, 85@90c and towage; Bath, 75c; Bangor, 80@85c; to the sound, 55c.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, August 30.—(Special Correspondence.)—Anthracite business continues in about an even channel, for the last monthly discount will not be of sufficient importance to greatly stimulate orders. Line orders are slow at present, but there is a fair volume of trade. This condition has prevailed ever since the settlement of the strike was announced, a reaction from the anxiety of consumers when the prospect was for a suspension of mine operations, having taken place as soon as that probability was removed. Taking the season through, however, the business has been of a satisfactory character. The retail trade is picking up a bit, one factor being the re-

turn of many of the summer pilgrims, whose houses have been closed for the past two months. From now on a gradual increase in activity is expected.

### Lake Tonnage and Demand About Equal.

Lake rates continue unchanged, and the supply of tonnage is just about equal to the demand. There has been a shrinkage of lake forwarding for the past week, the total shipment for the past seven days falling some twenty thousand tons below that of the previous week. In all the clearances of the week were 84,028 tons, distributed as follows:

Destination.	Tonnage.	Destination.	Tonnage.
Superior .....	8,200	Marquette .....	597
Duluth .....	9,600	Fort William .....	8,000
Milwaukee .....	16,341	Waukegan .....	2,000
Chicago .....	36,750	Lake Linden .....	640
Bay City .....	800	Gladstone .....	500
Algona .....	600		

Shippers have been somewhat hampered by an increased car shortage, the demand for rolling stock to transport grain having shown its effect upon mine forwarding. This shortage is likely to grow worse rather than better, for the crops are large and an increased amount of grain is seeking the all-rail route.

William C. Blodgett, western sales agent of the Dickson & Eddy Co., who is located



at Oswego, has been a visitor in Buffalo this week. Mr. Blodgett was formerly located here, and his many friends were glad to shake his hand once more. In conversation with a BLACK DIAMOND representative he stated that business on Lake Ontario has been remarkably good this season, an increased amount of tonnage being had between Oswego and the Canadian ports.

#### Pennsylvania's New Demurrage Regulations.

On Tuesday the Pennsylvania railroad officials called a meeting of the local coal men, principally bituminous jobbers, and informed them that a new rule would go into effect at once, relative to car service. In the past it has been customary to hold cars at Ebenezzer, just outside the territory covered by the car service regulations, or at other outside points, for a week, ten days or even longer, depending upon the requirements of the jobber's trade. This at times tied up a large number of cars and also served as a factor in making the local market unsteady. Now the Pennsylvania will hold cars only three days free of demurrage, and after that period demurrage will be charged. This action is made possible by the provisions of the new Hepburn rate bill which went into effect on Wednesday. Local agents of the operators look upon the action of the railroad as a beneficial move to the trade in general, for it will not only serve to relieve the car situation, but will help to regulate the market by preventing the storing of coal for speculation, as many of the jobbers have been doing in the past. Almost invariably a glutted market, it is claimed, is the result of dealers, outside of the operator's agents, buying large amounts of coal and holding for an expected rise. Later they find that they are obliged to sell at almost any price they can get, and the result is a slump. Last year, as a result of this action on the part of the jobbers, coal was sold in Buffalo for less than the mine cost with transportation added.

The Keystone Coal Mining Co. of East Brady has appointed Lucius W. Roassiter agent, and will open offices in this city.

T. J. McNamara, representative in this city of the Widnoon Mining Co., has consented to become the Democratic candidate for member of assembly in the Second assembly district, in which he resides. Mr. McNamara is popular and is expected to make a good showing in the nominating convention and later at the polls.

Present condition of the bituminous trade in Buffalo is not at all satisfactory. All the coal in this city at the present time is in the hands of jobbers, and the result, according to an operator's statement, is a demoralized condition of trade.

Walter J. Dunham, a local dealer, was slightly injured in an automobile wreck last Sunday, and his friends are congratulating him on his narrow escape.

#### The Annual Hedstrom Outing.

On Saturday the Hedstrom company gave their annual outing down the Niagara river and around Grand Island to the retail dealers. Two meals were served on the boat and the party, which was a large one, enjoyed a full day of pleasure. There were ball games, races and other stunts which served to fill in the time most agreeably between the regular calls to partake of refreshments, the quantity and quality of the latter being entirely satisfactory to the crowd.

On Tuesday the New York Central began work on its new gravity freight yards at East Buffalo. These will be the largest gravity yards in the world. The company has purchased fifteen hundred acres and this vast territory will be almost entirely covered by the tracks of the system. Three years will be required to complete the work, which is supplemental to the erection of a mammoth new Union station.

### The New England Trade.

Boston, Mass., August 30.—(*Special Correspondence.*)—The anthracite coal trade having been very quiet since early in the month with no anticipation of any improvement for at least some time to come, it was therefore in the nature of a surprise to shippers when quite a few cargo orders were sent in for loading before the expiration of the current circular price.

Dealers, however, are not yet feeling any change for the better though they have moved sufficient coal from their yards to permit them to take on the additional cargoes ordered. They are looking forward to an increased demand from the family trade, as they return to their city homes, during the coming month, which will enable them to dispose of the coal acquired. The all-rail trade is showing some signs which should warrant expectation of better things from this territory following the first proximo. The amount of business received by shippers during the week was of such proportions that it rather foreshadowed what may be expected of it when the regular fall demand sets in. At the present time considerable coal is being taken on, in comparison to other points and this is likely to show a steady increase, as with the small storage room provided for by most of this trade, it is necessary to replenish stocks more frequently.

Some new business is reported from the sound ports for reshipment to inland points by rail. The steam grades are if anything firmer than they have been all summer, stocks evidently being reduced. Even where a quantity remains it is now the season to contract for the winter's supply, as later on there may be a scarcity with prices advanced.

#### Better Prospects for Bituminous.

There is probably a little more demand for bituminous coal in this market than has been the case for several months past, though it is by no means up to what is usual at this season of the year. Indeed last year at this time shippers were overloaded with orders, and had difficulty in getting the coal forward in time to meet the consumers' needs, while the present situation is entirely the reverse.

It is thought by some that there is a greater disposition shown by the consumer to increase his allotment for current and future shipment, with the view of avoiding the higher ocean freights and larger insurance costs which are sure to prevail later. Already freights are up from five to ten cents over a week ago and vessels of all kinds are very scarce with a moral certainty of even greater stringency in the future, both in all-rail and water transportation.

Producers supplying this market with coal are apparently unconcerned at this status, having in most instances all the business they can provide for at present and also for the future.

Prices are well upheld on all grades of coal and one hears nothing to the contrary. Hampton Roads quotations are \$2.75 f. o. b. for Pocahontas and New River coals; Baltimore, \$2.68 for Georges Creek, and for the lower grades, \$2.25@2.35; Philadelphia, Georges Creek, \$2.75, and other grades, \$2.35@2.45.

### The Philadelphia Coal Trade.

PHILADELPHIA, PA., August 30.—(*Special Correspondence.*)—The anthracite coal market shows a little more activity this week because of its being the last opportunity of obtaining a discount and quite a number of buyers have taken advantage of it in order to replenish the stocks reduced during the past month. With a steady demand for a certain amount of tonnage throughout the year applying on the regular business and with this having been augmented by the larger number of smaller orders, indications seem to be that this class of trade will become more active by the middle of next month, as the movement of coal from dealers' yards are increased.

On the regular contract business there is a good supply of orders in the hands of shippers, supplies for which are going forward in sufficient quantity to absorb what coal has been allotted for this purpose. It is expected that this de-

## The Baltimore Shipping Trade.

BALTIMORE, MD., August 30.—(*Special Correspondence.*)—The time is rapidly approaching when anthracite will be king. Already the demand is brightening up for the fuel, as some of the belated householders who look to reductions from the winter schedule, seek to take advantage of the last ten cents off before the full price is asked after September. A look over the yards shows things pretty well stocked up, and there will be no complaints of shortage for a time, at least in anthracite, even should the car troubles increase as anticipated.

#### The Passing Away of the Small Car.

Speaking of car troubles brings up the thought that not a few kicks are being registered against the practice of a majority of the railroads of doing away with their smaller cars in favor of the big fifty-ton steel affairs that are becoming so familiar if not welcome. The claim is heard on many sides from small shippers and consumers that the 100,000-pound car, with its load of from forty-six to fifty tons of bituminous, is too big a proposition for them in many cases. The old style thirty-ton gondola car is becoming to them as scarce as the proverbial hen's teeth, and their retirement day by day promises in a short time a practical extinction. Small car users get impatient at delay incident to the use of the big cars, besides which it is more difficult to unload and costs more. While the big fellow—producer, shipper or consumer—does not care, many a little fellow will feel the sting of the cutting off of his thirty-ton car.

Car-shortage talk just at present seems to be holding the floor, although there are no reports of a pinch just as yet. Probably the holding back of cars from some may aid the market at a time when a revival is about due, especially as some have considerable track coal, which if released in bulk might have a depressing effect when least desired. Bituminous as a whole is showing up a little better. Line business has been picking up

to a considerable degree, and there have been reports of ten cents better on the ton on this class. Coals which have recently been quoted as low as \$1.20 are being quoted at \$1.30. The highest grade bituminous is still a fixture at \$1.50.

Coastwise shipments are holding up well. Nearly twenty thousand tons went over into Consolidation Coal Co. bottoms during the week for New England points. The barge fleet of the company is shortly to be augmented by three fine new barges, each of three thousand tons' capacity. The first will probably be delivered by the New York Shipbuilding Co. during the present week. The company formerly had eighteen barges of from 1,500 to 1,600 ton capacity, but lost one in a storm last February. The new barges will give them a fleet of twenty.

#### An Interesting Anti-Smoke Test.

Anti-smoke experiments are always looked upon with more or less suspicion, but one held here during the week created some little attention. At the Eutaw house one furnace was fed with plain bituminous and the other with the same kind of coal mixed with a black manufactured powder that is valued at sixty cents a ton. The result was that the first named sent through the stack the ordinary stream of black smoke, while from the stack over the chemically treated coal there appeared only a thin white vapor. The test was witnessed by representatives of the Baltimore & Ohio railroad, the Pennsylvania railroad, of the Maryland Steel Co. and several coal concerns. Further tests are to be made at the Maryland Steel Co. plant this week. Admiral John T. Ford, retired, also witnessed the test for the navy. A smokeless coal would mean much to the navy in time of war.

Charters for coastwise business were a little stiffer during the past week. Boston was quoted at from seventy-five to eighty cents, with other points in proportion.



mand will show an increase as more favorable weather conditions prevail.

A fair amount of tonnage is being shipped east to points beyond the capes of the Delaware, going principally to the light draught ports, which are in greater need for early deliveries than the open winter ports. The steam grades are in somewhat better demand and stocks upon these sizes are gradually being exhausted. With no washery coal produced at this time, except in a few individual cases, a stronger market, it is anticipated will follow as the season changes.

There is a continued improvement in the bituminous coal market, with more orders available for shipment, which is stimulating the production in some of the regions. Shipments to tidewater are quite slack, owing to the trade at those points not yet showing the need of fuel to anything near the extent that is apparent on line business. Operators are inclined to exercise caution in sending any quantity of coal to the loading ports, as the market now prevailing there is weak and very uncertain, with the probability of being embargoed, where coal is not moved promptly. Line orders are more plentiful and while in most instances they are small yet in the aggregate tonnage is about of a sufficient quantity to permit of fairly free shipment upon them. This indicates also that old stocks are being rapidly cleaned up which augurs for an increased demand in the near future.

The uncertain car supply on nearly all of the transportation lines is hampering the delivery of coal in individual cases by reason of there being embargoes to many points off the main line roads. For several days and sometimes for a week the car equipment will be sufficient to supply the requirements, when a period will again intervene when cars become short and it is this uncertainty of a regular supply that aggravates shippers.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows:

Since our last report additional steamers have been chartered to take coal to Mexico at rates previously quoted, and the following fixtures have been reported:

Steamer "Kalfond," 748 tons register, Norfolk to Kingston, at \$1.85; and steamer "Axminster," 1,231 tons register, Philadelphia to Havana, at \$1.50. The steamer "Myrtledene," 1,620 tons register (previously reported for the Mediterranean range), was fixed for Philadelphia-Naples coal.

We would quote freight rates by steamer as follows: \$1.35@1.45 to Havana or Matanzas; \$1.75@1.85 to Cardenas or Sagua; \$1.50@1.60 to Cienfuegos; \$1.55@1.65 to Daiquiri; \$1.60@1.70 to Santiago; \$1.60@1.70 to Colon; \$1.70@1.75 to Port of Spain, Trinidad; \$1.70@1.80 to St. Lucia; \$1.50@1.60 to St. Thomas; \$1.75@1.85 to Barbados; \$1.70@1.75 to Kingston; \$1.30@1.35 and port charges to Curacao; \$2.45@2.50 to Demarara; \$1.75 to Bermuda; \$1.50@1.60 to Vera Cruz; \$1.50@1.60 to Tampico; 16s 6d @17 6s to Buenos Ayres; 17s 6d@18s 6d to Rosario; 17s@18s to Rio; 17s 6d@18s 6d to Santos; 9s@9s 6d to a direct port in the Mediterranean not east of the west coast of Italy. Spain excluded; \$5.25 and discharged to Manila; \$5.75 to Japanese ports.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending August twenty-fifth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumber- land.	Total.
Week ending August 25, 1906..	12,339	23,753	36,093
Corresponding week, 1905.....	11,092	19,169	30,262
Total for 1906.....	491,653	713,728	1,205,382
Corresponding period, 1905.....	430,303	597,691	1,027,994

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 177,387 tons.

We regard your journal as very progressive and up-to-date.—The Brown Coal Co., Memphis, Tenn.

## Eastern General and Personal.

Brian Evans, of the W. L. Righter Coal Co. New York, and Ray Shields, of W. A. Marshall, left for Lake Hopatcong last week, on a vacation to remain for the balance of the month.

James S. Whitely, of the Baker-Whitely Coal Co., Baltimore, Md., stopped over at New York on Tuesday, while returning with his family from Bar Harbor, Maine, where they have been spending the summer.

H. B. Needham, secretary and treasurer of the Maryland Coal Co., New York, is spending the last two weeks of the month at Bar Harbor, Maine, enjoying a brief period of recreation away from business duties.

Fred C. Russell, a well known coal man of New York city, who has been accompanied by his brother on a trip to the Pacific coast for the past three weeks, is on his way home, and expects to arrive the first of next week.

T. W. Rainey, of New York, has recently taken title to 32,000 acres of coal and timber lands in Greenbrier and Fayette counties, W. Va. The price said to have been paid was \$1,280,000. It is the object of the purchaser to develop the property both as coal mines and lumber mills.

The British brigantine Boston Marine, with Captain O'Hara in charge, bound from Glace Bay, C. B., to Bathurst, N. B., with coal, is reported as lying stranded at Cape Tormentine since Sunday last, and as being full of water. Attempts have been made to save the vessel.

F. H. Wigton, formerly general manager of the Morrisdale Coal Co., at Philadelphia, has recently been elected to the presidency of the company, to succeed George M. Holstein, retired. Mr. Holstein represented the Clyde interests in the coal company, and it is intimated that this interest has gone into other hands, which are more closely allied to the coal trade.

George F. Baer, president of the Philadelphia & Reading Railway Co., arrived in New York on Saturday last from Europe, on the Hamburg-American liner Amerika, and shortly after landing started in a special car for Reading, where he resides at his home in Hawthorne. Mr. Baer was away for seven weeks, and was greatly benefited by his trip abroad, returning to his office on Monday morning to resume his work in connection with the affairs of the company.

It was announced during the week that the Delaware & Hudson Co. had purchased the Quebec & South Shore railway, which runs along part of the south shore of the St. Lawrence river. This will aid the Delaware & Hudson in gradually obtaining an entrance to Quebec, and by means of the new bridge over the St. Lawrence at Longuequill, a new entrance to Montreal will be obtained, greatly extending the company's field of traffic in that province.

Action will be taken at the annual convention of the United Mine Workers of the Ninth District, next month, to abolish the custom of observing the funeral days of victims of mine accidents. It is stated that the number of idle days which the employees lose during a year by attending these funerals amounts to a very considerable loss in wages, and it is proposed that this custom be abandoned. Instead of closing down the collieries the employees will be requested to work and contribute fifty per cent of their day's wages to the family of the victim.

W. M. Harlan, identified for many years with the firm of Whitely & Kemmerer, New York, accompanied by his wife, returned on Wednesday of last week on the North German Lloyd steamship Bremen, after spending six weeks abroad, touring the continent and England. Mr. and Mrs. Harlan's trip was both enjoyable and instructive, visiting the important cities of France and its attractive rural districts. They also found much of interest to them in Germany, and after seeing the principal features of that country, went to England, where they spent the remaining days of their vacation.

Morris Williams, president of the Susquehanna Coal Co., Philadelphia; A. L. Williams, of Wilkesbarre, attorney, and John Newton Thomas, of West Pittston, purchased last week a valuable tract of Virginia coal land, underlying the borough of Ashley, Pa. The property secured was

owned by the heirs of the late Louis Landmesser, and the price paid for it was \$76,463. Other coal areas were recently bought by the same purchasers, underlying the Landmesser properties in the city of Wilkesbarre, and several other tracts in which the said heirs were half owners, amounting approximately to \$125,000.

The fire which started in the bituminous coal pile at Curtis-Blaisdell Co.'s yard, One Hundred and Nineteenth street and East river, New York, on Friday of last week, was evidently ignited by spontaneous combustion, as indicated by the dense black smoke arising from the center of the pile. The smoke attracted the attention of the police, who reported the matter to the fire department. On investigation it was found that the pile of several hundred tons was badly heated, and men were employed to remove it so that the fire might be extinguished. The close proximity of the Standard Oil works was momentarily a source of alarm.

The Philadelphia & Reading Railway Co. is making an effort, it is said, to enlist in its service the policemen withdrawn from railway stations and wharves by Director Potter when the company refused to continue to carry firemen and policemen free. The policemen assigned by the city to the company's service had in most cases become valuable to it by their knowledge of train schedules and other details connected with the operation of the road. The fact, too, that they can already sign the pension roll is inducing some of them to enter the railroad company's employment, increasing their pay with the addition of the pension, from eighty dollars to more than one hundred dollars per month.

Retail coal dealers of Philadelphia, during the week, have discussed the question of advancing the price on domestic sizes of anthracite coal twenty-five cents a ton. The advance is to take effect from September first, on a basis of ten cents monthly, until seven dollars a ton is reached. The former summer price ranged from \$6.25, by advancing ten cents monthly to the amount of fifty cents, making the fall and winter price per gross ton \$6.75 effective from September first, and which was the basis the companies thought to be most fair in the sale of coal to the family trade. Dealers, however, are claiming that there is not enough profit in the coal business at the stipulated price, and are inclined to put it up twenty-five cents a ton. In this event, it is not unlikely that the public may protest, coming as it does at a time when they have interested District Attorney Bell, of the city, in the high price asked for ice.

Something of the amount of work required of a railroad corporation in arranging to comply with the provisions of the new railway rate law which went into effect this week, will be seen from the following statement authorized by the Pennsylvania Railroad Co.: "In furtherance of the well-settled purpose and policy of the Pennsylvania Railroad Co. in good faith to observe and comply with all substantial requirements of the recently-enacted rate bill, its principal traffic and transportation officers, and other officials, in conjunction with its counsel, have, since the passage of the bill, been engrossed in the work necessarily required to accommodate the situation. While the methods and practice heretofore pursued by the company in respect to the filing of tariffs with the interstate commerce commission generally accord with the letter and intent of the rate bill, there are, nevertheless, now, required manifold modifications and additional specifications of the company's numerous and voluminous tariffs on file with the commission, and also supplements covering and revising all such switching charges of the company as relate to interstate commerce, most of which have heretofore been regarded as essentially local in character, and not, under the provisions of existing legislation, so related to interstate movements as to constitute an element thereof. Fortunately, this work was begun so early that most, if not all, the tariff schedules will have been approved, printed and in the hands of the local agents for posting, and also filed with the interstate commission by or before August twenty-eighth, when the rate bill will become effective."



# Talks in the Field of the Retail Dealer.

Written for the Black Diamond.

Every man in business meets with his full share of knockers. Every line of business has certain points at which the knocker most persistently aims his blows. Some of these points of attack are inherent in the very nature of the business or are entirely outside of the control of the dealer. Then he is forced to let the knocker go on his resonating way with only the poor consolation of an occasional explanation which is received with a quietly credulous smile or with outspoken advice to "go tell that to the marines."

The retail coal dealer meets this sort of talk almost daily in regard to the prices of his commodity. The price which the dealer asks for his coal is normally the sum of four contributing elements: the price paid to the operator or jobber; transportation charges; the dealer's office, yard and delivery expenses, and the dealer's profit. Concerning the first two of these elements it might be deemed presumptuous for an humble WEIGHMASTER to venture the expression of very decided opinions. He is not supposed to know enough about the wage scales and all the other numerous items entering into the cost of mining to be a competent judge as to whether the operator is getting a fair profit or one which is exorbitant. Neither is he supposed to be an expert railroad man versed in all the mysteries of rate making and so fitted to judge whether any given rate is based upon the maxim "all the tariff the traffic will bear," or whether it is simply fairly remunerative to the carrier for the services rendered.

## Retailers Get Only a Fair Profit.

But THE WEIGHMASTER has kept his eyes open and has had his share of experience leading him to the conviction that the average retail coal man does not add to the cost of his coal f. o. b. the yard anything more than the cost of handling and a perfectly fair and legitimate profit. Furthermore he believes that he has the unanimous support of the retail dealers in his expression of his judgment.

But unanimity up to this point is easily reached. The rub comes in convincing our friends, the public, that each individual coal dealer of his acquaintance is not a robber baron, an opinion inculcated constantly by the daily press, and finding fertile soil for growth with consumers. For one thing, it is strangely characteristic of the average buyer of coal that he always notices a rise in the price, but seems to take no account of a decline.

This habit is even more noteworthy as regards the press. Let the price of coal go up ever so little and it will be heralded under flaming headlines. But let there be a drop in the price and it is a rare newspaper which will make the least note of the fact unless at the behest of some coal dealer who pays for the announcement at regular advertising rates.

To be sure, the direct attacks or other insinuations contained in these lurid announcements are often aimed ostensibly at the operators rather than the local dealers, though by no means always. But in either case it is the local man who suffers the brunt of the attack, and it is the frequent repetition of such attacks which has led to the association in the public mind of the term coal man, whether producer, wholesaler, or retailer, with all that is grasping and extortionate.

The situation would be unpleasant enough if it arose from conclusions erroneously drawn from established facts, but the case is oftentimes made much worse by a flagrant perversion of the facts themselves to fit the conclusions which it is sought to establish.

## An Example of Misrepresentation.

THE WEIGHMASTER has been moved to make these remarks by having brought to his attention a particularly glaring instance of this sort, which was published recently in the Los Angeles, Cal., *Examiner*, as an expression of editorial opinion. Under the glaring headline "The Coal Trust Again Squeezes Out Extra Profit," this California writer says:

"For the third time since work has been resumed in the anthracite coal fields the price of coal to consumers has been raised ten cents a ton.

"The coal trust assigns no reason for the advance. With its characteristic insolence it simply puts up the price and allows its customers to wonder what they are going to do about it.

"The price of anthracite coal in New York and other eastern cities is already so high that much suffering will be occasioned next winter. It is so high that the trust can make its usual profit and lay away a great sum to fight the next effort of the men who dig the coal to secure fair payment for their labor.

"But it will go still higher. It is the habit of the trust to elevate the price a number of times through the summer months, thus putting a tax on all but the very rich, who can afford to lay in a year's supply early in the summer.

"Next winter several more advances of price will make it necessary for the poor to turn over all their scanty savings—if they have any—to the trust or freeze to death."

Now every retail coal dealer knows that while an underlying strain of truth runs through the above, yet the facts are so perverted as to give the reader an impression exactly contrary to the actual fact, namely that the real price of anthracite to the trade is the September quotation, and that during the summer months the operators adopt one of the commonest mercantile devices, that of offering special discounts to stimulate trade during the dull season, withdrawing these discounts when business becomes active, exactly on the same principle that heating stoves and skates can be bought more cheaply in the spring and straw hats in the fall.

## Attacks on Operators Affect Retailers.

At first thought it would be natural for the retailer to say that frequent perversion of facts of this character concern only the operators and that he is not affected by them. But it should be remembered that the average reader does not make such distinctions within half an hour after he has laid his paper down. The one permanent impression remaining fixed in his mind will be "the coal men are outrageously pushing up the price of coal," and the only coal men he will have in mind when next he discusses the cost of fuel with his neighbor will be the local retail coal dealers. It therefore behooves the retailer to use every means to refute such assertions, not primarily in defense of the operator, but in his own defense as well.

Referring to the instance cited above, he should see to it that not once or twice but frequently, the public is given the real facts as to these annual "advances" in price during the summer, for the public learns only by reiteration. And what is equally to the point, in the spring, when the discounts become effective, he should see to it that the public learns of this in its true light—not as a reduction in price but as a discount temporarily available.

## Unfairness is Due to Ignorance.

The public is not intentionally unfair in its judgments; it simply forms its opinions upon the basis of the evidence placed before it. If this evidence is one-sided and based upon false, unfair or distorted statements, the public is not to be blamed for reaching the conclusions which it does. If the retailers do little or nothing to make known the real facts on their own side of the case they have only themselves to thank that the public opinion bears heavily upon the honor and squareness of the coal trade.

Thus far we have been dwelling exclusively upon the effect upon public opinion of matters beyond the control of the local dealer, but the public is equally at sea regarding the cost of the business, after the coal car has been set upon the dealer's siding. Even the intelligent merchant, familiar with the various elements of expense entering into the making up of the total cost of a mercantile business, grossly underestimates the corresponding expenses of the coal dealer, often thinking that the latter has nothing

to do but to dump the coal into a wagon and dump it out again on his customer's sidewalk. Such ignorance leads him to suppose that the customary ten per cent for expense is far in excess of the coal man's expense. Keenly alive to the deterioration due to breakage, shelf-wear and changes in style as to his own stock, the same merchant has no conception of the retailer's loss of coal due to such causes as short weight, and breakage in handling, nor of the many other expenses which must be figured entirely apart from living profit.

Were the same merchant to receive one-half the abuse dealt out to coal men he would consider himself one of the most misused men in the community. Why should the retail coal dealer accept it as if it were a necessary element in his business?

## A Campaign of Education Needed.

Our contention is that this state of public opinion can be changed and should be changed, but that the only person who can bring about the change is the coal man himself. Of course, it goes without saying that if he is guilty of any of the reprehensible practices charged against the trade he should begin by cleansing his own house. But most coal dealers, like most other merchants, are honorable, straightforward business men, and it is of these attacks, as affecting the business in which such men are engaged, that we are speaking. Their point can be quickly blunted and their continuance ultimately brought to an end by a campaign of education carefully planned and skillfully carried out. Much can be accomplished by the individual dealer, more perhaps by the concerted action of the local retail associations.

We have already pointed out that the allegations against the coal trade are largely grounded in ignorance. The obvious antidote is education, which may be verbal, by circular, or through the press. One should never tire of explaining in conversation, clearly and candidly, the bearing of the various elements which the dealer must take into account in fixing his prices. Still more, especial pains should be taken to thoroughly post the local editors and their reporters on all these matters, and in preparing circular letters and other advertising matter, whether mailed directly to the customer or published, care should be taken to clarify the public mind on matters concerning which it is now befogged.

All of these methods, however, with the exception of what the retailers' talk may lead the newspapers to print upon their own responsibility, are open to the objection that their acceptance depends upon the hearer's readiness to accept the coal dealer's word, which unfortunately is apt to be heavily discounted as the testimony of an interested party. This stumbling block in the way of an educative process can be removed by the use of the modern remedy, publicity.

## Value of the Kalamazoo Method.

A striking incident of the success of this last named method is to be found in the recent action of the coal dealers at Kalamazoo, Mich. It being known that a retailers' association existed, and it also being known that prices there were somewhat higher than in certain other Michigan cities, the cry was raised that the local "trust" was defrauding the public. Feeling ran so high that an active movement was under way for undertaking wholesale prosecutions. The mayor of the city, being a man universally recognized by all parties as of the highest character and incorruptible, the coal dealers invited him to make an investigation of the contracts under which they were obliged to buy their coal and of their books as showing their expenses which they were forced to incur in its sale and delivery. This proposition was accepted, the mayor made such an examination, and rendered to the people of Kalamazoo a report in which he exonerated the local dealers from every charge which had been brought against them, and added the statement that were he in the coal business and obliged to accept the small profits accruing to the Kalamazoo dealers upon the amount of capital and personal effort invested, he should most de-



cidedly seize the first opportunity to get out of the coal business. This report, made by a man respected by the community, after an investigation which was known to have been thorough, placed the coal trade before the people of Kalamazoo in a light more favorable than ever before and has given to the men engaged in the business a standing which they had not previously enjoyed.

Publicity in this instance was clearly the desirable and effective course for the establishment of public confidence and respect. People are naturally suspicious of that which they do not understand, mystery being regarded as indicating unfairness. The recognition, therefore, of publicity, as an important factor in elevating the dignity and honor of the coal trade in the public mind is a subject well worthy of the most careful consideration, and we believe that further trials of this method of dealing with the problem which we have been considering will help to establish its true value.

THE WEIGHMASTER.

### Western Retail Notes.

The coal and lumber business of Price Bros., Pingree, N. D., has been purchased by the Farmers' Elevator Co., of the same city.

The Wellston-Oreton Coal Co. has been incorporated at Wellston, Ohio, with a capital stock of \$10,000. The incorporators are David Trainer, C. H. Davis, F. D. Ewing, M. T. Cox and Albert Strauss.

Arthur Sprinkle has sold his retail coal business at Winterset, Iowa, to Frank Ross, as his health has been too poor of late to permit of his managing the business. In a week or two he and his family will leave for southern Colorado.

August Lind and Charles Lind, of Danville, Ill., have formed a partnership as Lind Bros., and purchased the coal mine of Jones & Spangler, near that city. They will operate it in connection with a coal yard for supplying local retail trade.

The retail coal, flour and feed business of Will Brown, Manson, Iowa, has been purchased by T. Enright, of the same city. Mr. Brown, though still a young man, has been connected with the business interests of Manson for the past twenty years.

Wedgwood & Co., Storm Lake, Iowa, have disposed of their coal and implement business to G. F. Groves, who for several years has been in business at Quimby, Iowa, but recently has lived in Cherokee. Mr. Groves has already taken possession.

The board of education at Toledo, Ohio, has appointed W. R. Sinclair of that city coal inspector, at a wage of four dollars per day. It is intended that he shall weigh each load of coal delivered to the thirty-five city schools and inspect it as to quality.

Articles of incorporation have been filed by the East Hulman Street Coal Co., Terre Haute, Ind., showing a capital stock of \$10,000. The directors and incorporators of the company are John A. Greenwood, Herman A. Schmidt and Clyde M. Harrington.

Sealed bids will be received at the office of the secretary of the school board, South St. Paul, Minn., until Monday, September tenth, for furnishing coal to the city schools for the ensuing year. The bids must be accompanied by a certified check for fifty dollars.

E. L. Ballou, of Larrabee, Iowa, has sold his retail coal business to the firm of Weart & Lysaght. During his fifteen years' residence there Mr. Ballou has won an enviable place in the esteem of the people of Larrabee, who deeply regret his removal from their city.

Lewis Eyre has transferred to the Union Contracting & Coal Co., Norwood, Ohio, his yardage property of three acres at Mentor and Huston avenues, that city. Through this move the company will greatly increase its facilities for doing business and will also engage in general contracting in the future.

A. G. Crammond, a coal dealer at 112 Depot street, Peoria, Ill., narrowly escaped the loss of his plant by fire last week. A blazing torch had

been thrust into a crevice between two sheds, but was discovered in time to prevent more than a few hundred dollars' damage. There is no clue to the identity of the incendiary.

The Central Lumber & Coal Co., Tama, Iowa, of which Glen C. Bowen is the manager, is just completing the erection of a line of coal bunkers. They are twelve feet high, twenty feet wide, and 120 feet long, and have a capacity of six hundred tons. In the erection of the bunkers six thousand feet of solid oak lumber was used.

The school board of Oshkosh, Wis., has awarded the contracts for furnishing the year's supply of coal to the schools of that city as follows: F. C. Arnold, Pocahontas run-of-mine and screened Hocking lump, at \$4.85 per ton; J. G. Wegner Fuel Co., Pocahontas egg, at \$6.25 per ton; Frank McCabe Coal Co., egg, nut and stove anthracite, at \$8.30 per ton.

The refusal of the county commissioners of Cuyahoga county, Ohio, in which Cleveland is located, to accept the bids received for supplying coal for the county buildings on the ground that they were too high occasioned surprise among the coal dealers. The managers of three companies which bid for the contract vigorously assert that the bids were as low as the county could ever expect to get, claiming that as the result of the recent strike in the coal fields and the advance in wages given the miners they are compelled to pay higher prices for some grades of coal than they did a few months ago. Several of the dealers said that the reason why so few bids were received is because the companies can make bigger profits selling to private individuals. "If the commissioners think they can do better they ought to buy the coal at the mines and do the cartage themselves," said one dealer. "Then they would find out what it cost."

### Eastern Retail Notes.

The Surplus Coke Co. has been incorporated in New York city with a capital stock of \$10,000. The company is incorporated by Barton M. Gray and J. F. Conwell, of New York, and Albert C. Aubery, of Brooklyn.

The Willimantic Lumber & Coal Co. has filed articles of incorporation at Willimantic, Conn., showing a capital stock of \$30,000. The incorporators are L. J. Storrs, Fred E. Tilden and P. J. Twomey, all of Willimantic.

The Empire Coal & Trucking Co. has been incorporated at Newark, N. J., with a capital stock of \$50,000. The location of the company will be 113 Hamburg place, where large stocks of coal, coke and wood will be handled at retail. The incorporators are John R. Manser, Adolph M. Woelper, Charles P. Schmidt, George F. Woelper, Charles F. Woelper, all of Newark.

The Citizens' Ice, Light & Coal Co. has been incorporated at Williamson, W. Va., with a capital stock of \$100,000, of which amount \$1,000 has been subscribed and \$100 paid in. The company will buy and sell coal, operate an illuminating plant and manufacture and sell ice. The incorporators are M. Z. White, J. A. Sheppard, G. R. C. Wiles, John L. Stafford and B. Ranbias, all of Williamson.

### Southern Retail Notes.

The French Lumber & Coal Co., of Knox county, Tenn., has been incorporated at Nashville, Tenn., with a capital stock of \$20,000.

Mr. J. J. Johnson, a leading dealer in coal and ice at Wilmington, N. C., is in a very critical condition, blood poisoning having followed an operation performed a few days ago.

The Wallin Coal Co. has been incorporated at Big Stone Gap, Va., with \$10,000 capital stock. The incorporators are M. Cabell, president and treasurer; R. D. Baker, secretary, and G. M. Goodloe, all of Big Stone Gap.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Vulcan Coal & Mining Co. has been incorporated at Belleville, Ill., with a capital stock of \$5,000, by George Hippard, E. A. Hippard and

Richard Glover. The company will conduct a general mining and oil business.

The Mutual Oil, Gas & Coal Co. has been incorporated with a capital stock of \$1,000,000 at Phoenix, Ariz. The company will also have operations at Charleston, Ill., the capital stock for this branch of the business being \$50,000.

The Raccoon Valley Coal Co. has filed articles of incorporation at Columbus, Ohio, showing a capital of \$25,000. The incorporators are C. C. Williams, C. J. Pretzman, E. L. Taylor, S. H. Morrison and C. E. Woolman.

#### General Western Coal and Coke Notes.

The Eagle Coal & Coke Co., Columbus, Ohio, has purchased the Avondale Coal Co. from its receiver, Z. DeRitchie. The mines of the Avondale company are located near McArthur, Ohio.

A vein of coal three feet thick and of good quality has been discovered in the mine of George & Hayes, Peru, Neb., and a new shaft is now being opened. The vein was struck at a depth of sixty feet. The improvements to the mine which are now being made will be completed by the middle of September and will greatly facilitate the mining of the coal.

The Albuquerque & Cerrillos Coal Co., of Albuquerque, N. M., filed incorporation papers today, the capital being \$50,000, the headquarters are at Albuquerque and the incorporators and directors are W. H. Hahn, G. A. Kossman, of Albuquerque, and James Lamb, of Madrid. The company will work the anthracite mines of the Colorado Fuel & Iron Co. at Madrid, Santa Fe county, N. M.

A fire at the Carbon Coal Co.'s mine near La Salle, Ill., last week caused complete destruction of the top works, entailing a loss of \$25,000. Upon this there was insurance of \$16,000. The night watchman discovered the blaze, but no one can figure out the cause. Four hundred and fifty men were employed at this mine, and until new buildings can be erected these will be divided between the Rockwell and Union mines, both owned by the same company.

Four carloads of machinery owned by Longyear & Hodge, the diamond drill contractors, of Marquette, Mich., have been forwarded to Montana, where the equipment will be used in exploratory work conducted for the Northern Pacific Railway Co. Several drills will be operated, but the number in commission will not be large at the start, as the men needed cannot now be secured. A tract thirty miles or more in length will be explored for coal, and it is thought that some important discoveries will be made.

The two new coal mines being opened in the Bearcreek, Mont., field by the Montana Coal & Iron Co., under the management of George T. Lamport, will very soon be developed into big producers. The main mine up the gulch from the town of Bearcreek is being exploited with three shifts. The slope is now down one hundred feet and the drift is in fifty feet, both in the immense vein of coal. At the mine on Kuecking creek three shifts are also employed, and the drift is in on the water level some one hundred feet in clean coal.

The Fort Smith Western railway has bought the St. Louis, El Reno & Western, forty-two miles long and running southwesterly from Guthrie, Okla. The consideration was \$1,000,000. The consolidated line will extend southwest and connect with the Orient, going eventually to Mexico. Vice-President Crane says that work on the extension will begin at once. It is understood that the taking over of this road is for the purpose of giving a direct outlet for coke in the rapidly increasing market in Mexico. Henry C. Frick is one of the owners of the road.

The second vein of coal under the city park at Des Moines, Iowa, will be taken out under a lease just made with the park board by B. S. Walker. The lease runs for ten years and provides for the opening of an air shaft on the park grounds, but for the sinking of the mining shaft on private ground. Mr. Walker has also secured the right to tunnel through the park to property he owns east of the park. A royalty of ten cents a ton is stipulated, with a guarantee of \$800 the first year and \$1,000 the second. The coal lies at a depth of over a hundred feet and it is said the surface will not be injured.



The lease is valuable both because of the quality of the coal and of the accessibility of the shaft, which will be established just south of the Ninth street bridge.

The improvements to the Clarkson coal dock at Ashland, Wis., are practically finished. Not only has the dock itself been extended, but the appliances for moving and handling the coal have been greatly added to.

All previous records for heavy tonnage of coal carried from a lower lake port to the head of the lakes were broken with the arrival at Superior, Wis., of the big steamer Henry B. Smith on her last trip with 10,731 tons on board. This beats the previous record by nearly thirty tons. The previous record was held by the Wolvin.

A suit has been begun in the district court at Trinidad, Colo., by the Colorado Southern Fuel Co. against J. T. Lloyd, J. V. Williams, John Osler and A. H. Splain for alleged breach of contract. It is alleged by the plaintiff that it sold to the defendants an option on three thousand acres of coal land and when the contract was ready to be closed they refused to sign it, as agreed in the option. The land is valued at thirty thousand dollars.

The Carbon Coal & Coke Co., owned by the American Smelting & Refining Co., has commenced the construction of four hundred coke ovens in Riley canon, near Trinidad, Colo., where a new coal mine is being opened. Several bodies of splendid coking coal have been uncovered and in a few months this camp promises to be one of the best in the region. Two hundred men are employed and the force is being increased as rapidly as development warrants.

The Robert Gage Coal Co. is now hoisting eight hundred tons of coal daily from its shaft west of Bay City, Mich., and is slowly increasing the output. The new mine is now one of the finest coal plants in the state and is equipped with every modern convenience. The company will shortly begin work on its new shaft, to be sunk near the shaft now in operation. The company has an immense area of known land, with very heavy veins and admirably laid as to dips, etc., so that working expenses are reduced to a minimum.

The coal production of Colorado for 1906 will be about 11,000,000 tons. This prediction is made by State Coal Mine Inspector J. D. Jones in his semi-annual report, which he submitted last week to Governor McDonald. During the first six months of the present year the total production, according to the inspector's figures, was 5,042,814 tons, an increase of 990,831 tons over the production during the same period in 1905. Las Animas county shows the largest increase. In that county 2,540,095 tons were mined in the first six months of 1906, that being 471,992 tons more than in the same period in 1905. The state coal mine inspector reports that there have been no strikes and that the mines are in a prosperous condition.

## Eastern Notes.

### New Eastern Enterprises.

Articles of incorporation have been filed at Scranton, Pa., by the Bright Coal Co., showing an authorized capital stock of \$25,000.

The Buck Ridge Coal Co. has been incorporated at Clearfield, Pa., to conduct a general coal mining, shipping, selling and buying business. The company is incorporated by T. C. Whitehead, A. K. Whitehead, J. C. McCartney and Rebecca Kline.

The Frackville-Gordon Coal Co. has been incorporated at Philadelphia, Pa., by A. N. Wetherbee, C. G. Blake, W. H. Whitcomb, who also compose the directors of the company. The capital stock of the company is \$5,000, divided into fifty shares of \$100 each.

The Ben's Creek-Sonman Co., Minersville, Pa., has been incorporated with a capital stock of \$20,000, divided into 200 shares of \$100 each. The stockholders and incorporators of the company are Roger Knox, Pittsburg, ten shares; J. M. Magee, Pittsburg, five shares; C. K. Robinson, Bellevue, Pa., five shares. These men are also the directors of the concern.

### General Eastern Coal and Coke Notes.

The Gilberton colliery of the Philadelphia & Reading Coal & Iron Co. has suspended operations indefinitely to undergo extensive repairs.

The firm of Campbell, Rinn & Co., of Indiana, Pa., have recently added to their already large holdings of coal lands, near that place, a tract of 175 acres, the purchase price being about \$23,000.

C. S. O. Tintsman, of Pittsburg, Pa., last week bought a six hundred acre tract of coal land near Morgantown, W. Va., bidding it in for \$90,000 at a public commissioner's sale, held in pursuance of a decree of the circuit court.

The Pittsburgh Coal Co. has purchased and canceled from the proceeds of the sinking fund provided therefor \$1,570,000 of the \$25,000,000 of the guaranteed first mortgage five per cent bonds of the Pittsburgh Coal Co. of Pennsylvania, reducing the amount outstanding to \$23,430,000.

The strike at the Jermyn mines in Rendham, Pa., which went into effect over six months ago, has been terminated, and from now on the collieries will work under the conditions of the award of the anthracite strike commission according to the arrangement made by the miners and operators in New York in May.

The new power house being erected at the Fernwood colliery of the Hillside Coal & Iron Co., Pittston, Pa., of which J. H. Williams, of Wilkesbarre, is district superintendent, is about completed. Three engines, which are General Electric make, are being installed, and when completed it will be one of the most up-to-date power houses in the region. Three General Electric motors have been

installed in the mines for the purpose of hauling coal, and this will dispense with a number of mules and the coal will reach the surface more quickly.

Large quantities of small sizes of coal sifted from the sands in the Parrayville dam pass down the Lehigh canal daily, consigned to South Easton, Pa. The coal separator in that dam has been in operation several years and thousands of tons of coal have been removed. The coal is especially adapted to steam purposes and is very cheap.

In the effort to overcome the fire which has been raging in the Warrior Run colliery of the Lehigh Valley Coal Co. ever since the recent explosion and cave-in, the company has turned a creek into the Baltimore slope of the colliery. Massive walls are being erected to keep the fire confined. The town, which is over the mine, is in danger.

The Vulcan colliery of the Mill Creek Coal Co., at Mahanoy City, Pa., was the scene of a terrific explosion last week Tuesday. The explosion occurred in the fifth and sixth lifts of the colliery and from what could be learned was due to a naked lamp and an accumulation of gas. A rescuing party was organized, but some time elapsed before any definite information could be gleaned, but a thorough search revealed two men killed and twenty injured.

The Zundel Coal Co., composed of David L. Zundel and William Pierce, is opening mines on the Fisher farm in Rostraver township, near Greensburg, Pa., between the Youghiogheny and Monongahela rivers. The company has purchased several small tracts of the Pittsburg seam. The coal will be shipped by a feeder of the Pittsburg & Lake Erie railroad, now in course of construction. The price of the coal was eleven hundred dollars per acre.

The Erie Co., which operates collieries at Forest City, Mayfield, Dunmore, Avoca, Old Forge, Pittston and Port Griffith, has reduced the price for cutting top and bottom rock seventeen cents a yard. Every one of the thousand miners in the company's employ is affected. The miners say they will not be paid for bailing water hereafter. If the company declines to restore the former rates the grievance will be taken to the conciliation board.

The shipment of one hundred thousand tons of bituminous coal from Baltimore to Boston, much of which has already been forwarded, has called for more than the capacity of the present coal pier of the Northern Central railway at Canton, from which this large quantity is being shipped. To accommodate the large type of schooners that have been taken to carry the coal it has been necessary to deepen the water alongside the northern side of the pier. This has been done by the Maryland Dredging & Contracting Co., and the depth will now admit the loading of two large vessels at a time. It is reported that the present pier is to be duplicated and at the same time improved upon.

The old and original Baker-Whiteley Coal Co.'s pier, which was south of the present pier, has recently been leveled to the platform wharf upon which it was erected, and which if the new pier idea is carried out will no doubt be used for the proposed addition to the facilities for the shipment of coal.

The well known Johnson-Beasley tract of coal in Conyngham township, Columbia county, Pa., may be lost to the heirs through the non-payment of taxes. Valued at \$100,000, the tract was bought by James Archibald Jr., of Philadelphia, for \$98, and sold to Williamsport capitalists, who will defend their title. It is alleged, however, that the sale was premature, and therefore invalid. That is, it was sold for taxes not at the time due, and if that claim is sustained the transaction will not hold. In any event, complicated and prolonged litigation is certain. The Lehigh Valley Coal Co. has been mining coal from the tract under lease for a number of years.

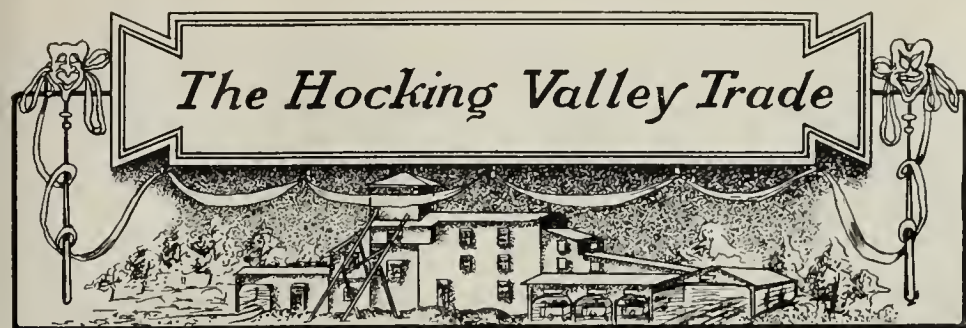
A. L. Williams, of Wilkesbarre, Pa., John Newton Thomas, of West Pittston, Pa., and Morris Williams, of Philadelphia, the latter being the general manager of the Susquehanna Coal Co., have purchased the coal from the Landmesser heirs, that underlies the borough of Ashley, Pa., and also coal tracts under the city of Wilkesbarre in which the heirs of the Landmesser estate were partially interested. There are thirty-three acres of coal supposed to be in an untouched state, and the price paid was in the neighborhood of \$125,000. For the tract under Ashley the Landmesser heirs received \$76,463.31. There were eighteen acres in that tract.

By the advice of the Pennsylvania state department of mining, Mine Inspector H. D. Johnson brought an equity suit at Scranton against Elliott, McClure & Co., designed to keep them from rebuilding their breaker on the site of the one destroyed by fire a month ago at their Sibley mine. It was thought that the prohibition could be enforced under the provisions of a law passed in 1891 making it prohibitive to erect a breaker within two hundred feet of the entrance of the mouth of the shaft. But the breaker at the Sibley was built in 1875, or before this law was passed, and the court has now handed down a decision in favor of Elliott, McClure & Co., because the law exempts breakers already erected at the time of the passage of the act.

The Merchants' Coal Co., of Baltimore, Md., which has extensive holdings at Boswell, Pa., bordering the Meyersdale region on the north, proposes to make a new opening in its fourteen thousand-acre tract near Boswell. The new opening will not be far from the United Coal Co.'s plant four miles from Boswell. Later two or three more openings will be driven into the coal. About all the available coal land in Somerset county is under lease, with the exception of a few blocks here and there. The demand for fuel is very brisk, and there has not been a whisper of car scarcity since the inquiry by the interstate commerce commission. Many new towns are springing up in the field.

*Delaware Lackawanna & Western R. R. Co.*  
*mines and carries to market*  
*Scranton Coal*  
*S. C. Schenck Agent*  
*Shipments "all rail" and from yards*  
*and docks at Chicago and Toledo.*  
*Chicago Office 1005 Old Colony*





COLUMBUS, OHIO, August 30.—(Special Correspondence.)—A decided stiffening of the domestic trade has been the feature of the market during the past week, many retail dealers making an effort to get in under the summer price of \$1.50. The advance to take place on September first, which has been foreshadowed for some time, is now officially announced, a conservative increase of fifteen cents per ton having been agreed upon. Considerable pressure looking to this end has been brought to bear upon the dominant Hocking Valley operators by the smaller concerns. Prices have been ruling fairly firm at circular quotations and it was felt by the rank and file of the trade that some benefit from an advance should be realized by them before the car famine became so serious as to demoralize shipments.

#### The New Hocking Circular.

Another increase for the near future is anticipated, placing the figure at last November's quotation of \$1.75. The new circular on Hocking is as follows: Domestic lump \$1.65, three-quarter \$1.55, run-of-mine \$1.30, nut \$1.15, nut, pea and slack 75c, coarse slack 50c. The following new quotations for this market are also announced on West Virginia: Black Betty and Smithers Creek, hand picked \$1.75, Kanawha splint lump \$1.60, three-quarter \$1.25, run-of-mine \$1.10, nut, pea and slack 75c, coarse slack 60c.

Operators in general report plenty of business and some state that they are daily turning down orders. The activity of domestic coal has diverted a large tonnage from the lake trade, and this will probably continue to be the case until retail dealers get in their stocks. Advices from the upper lake docks are to the effect that shipments are far short of the normal for this advanced period of the season, and there appears to be real alarm over the prospect of a coal famine in that region. These conditions are interpreted by Hocking Valley operators to mean that heavy lake shipments will continue as long as the lakes are navigable, with a big all-rail movement throughout the winter.

Congestion at the Hocking Valley docks was reported to be considerably relieved the latter part of last week, stocks on cars being pretty well cleaned up, but for the past few days there has been great scarcity of boats again. The car shortage continues to grow worse and mines in territory least favored as to location are working very short time. Grain shipments will soon be on in full force, which will further lessen facilities for reaching western points. The marketing of beet sugar in Michigan, now near at hand, will also be a drain upon the railroads within a certain territory, at the expense of the coal trade.

#### Retail Trade Is Normal.

The Columbus retail coal trade is about normal, with prices at three dollars for Hocking and four dollars for Pocahontas. Dealers are greatly worked up over the recent ruling of the railroads, which went into effect on August first, reducing the time limit for unloading cars from ninety-six to forty-eight hours. It is stated that this makes an extra expense of about twenty cents per ton, and un-

less the order is rescinded it will put a number of the small concerns out of business, in case there should be no commensurate advance in prices to the consumer. September eighteenth has been fixed as the date for presenting arguments to the state railroad commissioner against the measure. As a number of commodities besides coal are affected, the fight is being made by Secretary McCord, of the Ohio Shippers' Association. He is having the active support of the Ohio Wholesale and Retail Coal Dealers' Association, through its secretary, Ford R. Cate. Able legal counsel has been retained, and the outcome will be watched, with concern by retail coal men all over the state.

#### Changes by Sunday Creek Co.

Interest attaches to important innovations and changes made in the sales department of the Sunday Creek Co. Beginning with September first, the company will have an office at Indianapolis, 718 Traction Terminal building, under charge of F. L. Fenstermacher, southwestern sales agent. All Indiana salesmen will report direct to him. A new branch office will also be open on this date in the new Nicholas building, Toledo, with N. J. Connolly as its head. N. J. Gallagher will succeed Mr. Fenstermacher on the road, and Mr. Connolly, who also comes from the ranks of the company's traveling salesmen, will be succeeded by James R. Fitzer, who has resigned the agency of the Ohio Central lines at Bucyrus to accept this position. This gives the Sunday Creek Co. branch offices in ten of the large cities of the country. It is part of a highly-perfected system being worked out by Vice-President H. H. Heiner, one made necessary by the magnitude of the company's interests. The latter are about to be further augmented by the opening up of new mines in Ohio and West Virginia; which will increase the company's output from twenty-five to fifty per cent. Announcement of other details in the improvement of the sales organization will be made in the near future.

#### GENERAL AND PERSONAL NOTES.

H. S. Odbert Jr., of the Odbert Coal Co., Cleveland, paid Columbus a visit this week.

C. A. Morton, a prominent coal operator of Charleston, W. Va., has returned home from a visit to Columbus friends.

Daniel C. Hitt, of the Kelly Creek Colliery Co., Charleston, W. Va., has been a caller upon old Columbus friends.

J. A. Teegardin, northern sales agent, with headquarters at Detroit, of the New York Coal Co., was in Columbus this week.

The Hamilton Coal Co. moved into their new quarters on the fifteenth floor of the Capitol Trust Co. building on Tuesday.

Jay Gaines, sales manager of the Hysylvania Coal Co., has returned from a vacation trip to Detroit and other Michigan points.

James A. Henchey, manager, of the Antler Coal Co., Welch, W. Va., was

a caller at the office of the Capitol Coal & Coke Co. this week.

W. A. Gibson, of Upper Sandusky, Ohio, treasurer of the Ohio Wholesale and Retail Coal Dealers' Association, was in town on Tuesday.

Horace L. Chapman, of the Chapman Coal Co., was in Columbus this week, but has returned to his summer home in the mountains of Pennsylvania.

John M. Taylor, of the Taylor-Williams Coal Co., who has been spending a large portion of the summer in the east with his family, will return home next week.

The Barnes Coal & Mining Co., whose general offices have been in the Schultz building, this city, have removed their headquarters to Franklin Station, Coshocton county, Ohio.

E. D. Carr, traveling salesman for the Columbus & Hocking Coal & Iron Co., has been appointed sales agent of this company, to succeed C. S. Binns, who goes with the Capitol Coal & Coke Co. September first as secretary and part owner.

Some interest centers in the disposition of the late McLeisch Coal Co., at Gloucester, Ohio, bids for which will be opened by Receiver R. C. Wharton, at Columbus, next week, September fourth being the date on which offers for the property must be in his hands.

C. J. Andrews, sales agent at Detroit of the Sunday Creek Co., and G. E. Tetrich, of Columbus, manager of stores, both of whom have been seriously ill with typhoid fever, are reported convalescent. Mr. Andrews will leave for Maine the first of the week to recuperate.

The W. J. Hamilton Coal Co. announce that they will hereafter control the output of the Sedalia Coal Co. mine at Gloucester, Ohio, one of the best known mining properties of the Hocking Valley. The Hamilton Co. has disposed of its retail branch at Springfield, Ohio, known as the Lilly Coal Co., to D. A. Hally, of Portsmouth.

W. P. Rend and Joseph Rend, of the Rend Coal Co., Chicago, were in Columbus this week, looking after matters pertaining to pending large purchases of coal territory in the Pocahontas field, W. Va., for which they have been negotiating since the sale of their mines in that state a year ago to the Berwind-White Co., of New York for about \$3,000,000.

The important announcement is made by the New York Coal Co. that within the next few days it will start its new mine at Orbiston, Ohio, on the Snow Fork branch of the Hocking Valley railway, which will give the company an increased capacity of one thousand tons per day. The new mine is of modern equipment and is located in close proximity to one already under operation.

State Mine Inspector Harrison has issued a circular letter severely criticizing mine bosses in permitting operatives to ignore certain safeguards which the laws have thrown about them for their own safety. He states that during the past month fifteen fatal accidents have occurred in Ohio, and there have been twice that many in which men have been crippled perhaps for life, almost all of these casualties being laid at the door of those whose duty it is to see that the men are protected against their own foolhardiness. Among other causes of death enumerated is that of allowing miners to tamper with electric light wires for the amusement of seeing the sparks fly. During 1905 one life was lost for every 227,000 tons of coal mined. Inspector Harrison makes the point, rather caustically, that it is very discouraging for miners' officials to be continually exerting themselves and their organization to be spending money to secure better laws while a great many of the rank and file are always studying and scheming how to evade the ones already on the statute books.

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### Southern Notes.

The Greasy Creek Cannel Coal Co. has settled the strike at their mines in Johnson county, Ky., and the miners have resumed work. The demands of the miners were met and a two-year agreement was signed. The mines have been idle for several months. The settlement of the strike will give employment to about 150 men and means much to the people of that section.

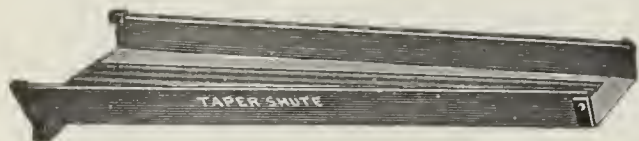
The organization of another large coal company has been reported to the secretary of state of Alabama. It is the Warrior Coal & Land Co., with C. S. Simmons and Walter Moore and others interested. Its capitalization is fixed at \$250,000, and the headquarters are in Birmingham.

Gov. John I. Cox and Prison Commissioner W. H. Hartford, of Tennessee, have returned from Fentress county, where they spent several days inspecting coal lands which have been offered to the state. They will probably next make an inspection of property offered in Grundy, Van Buren, Sequatchie and Cumberland counties. Governor Cox stated that they had found a fine quality of domestic coal in Fentress county, much of which is near the surface, is in thick veins and apparently in practically inexhaustible quantities. They found there a tract of fully fifteen thousand acres of coal lands most conveniently located for mining purposes. No purchase was made and will not be until all the property that has been offered to the state has been carefully inspected by the governor and prison commissioners and

the coal tested by experts in behalf of the state.

The strike of the six thousand members of the United Mine Workers of America, which has been in progress at the mines of the Tennessee Coal, Iron & Railroad Co., the Sloss-Sheffield Steel & Iron Co., the Republican Iron & Steel Co., and the Woodward Iron Co., since July 25, 1904, is ended. A convention of the miners was held about two weeks ago, at which it was determined to submit the question of calling off the strike to a referendum vote of the local unions. In the convention there was a division of sentiment as to calling the strike off, but the announcement made after the convention, that the miners' national organization had given notice of a withdrawal of further supplies for the strik-

ers, had the effect of bringing things to a climax without much delay. The miners, by a decisive majority, voted to end the strike, and are returning to work as they find opportunity, on an open shop basis. This strike has cost the miners' organization a little over a round million dollars in money paid out for supplies for the strikers, to say nothing of the enormous loss which the men themselves have sustained, due to a stoppage of their wages. Leaders of the strikers at last recognized that they were whipped, the several mines involved having long since established the "open shop" basis. This is the worst setback the union miners have had in Alabama in twelve years, and as a result not over thirty per cent of the coal mined in the state is now coming from mines where the union workers predominate



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# THE BLACK DIAMOND

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★★★

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## General Review of the Markets.

A revival of trade is reported from all parts of the country. The degree of improvement varies in different sections but the approach of fall is having its effect everywhere. Where business was already good, demands are becoming more urgent, and where dullness prevailed activity is developing. At the present rate of progress another two weeks will find both wholesalers and retailers rushed with business the country over.

Were it not for the constantly increasing difficulty in securing an adequate supply of cars the outlook for a harmonious and exceedingly profitable fall trade would be almost without a cloud. Instead, a car famine unexcelled if not unequalled by anything in the past is generally believed to be coming. Complaints of this nature began many weeks earlier than usual and have steadily increased in frequency and vigor. In some of the coal fields the trouble is already so great that the producing companies are far behind in their orders, so much so that they are having the greatest difficulty in supplying the most urgent needs of their best and most regular customers, while those consumers who are not aided by the interest which springs from long and profitable business relationships find it almost impossible to secure even a single car of some description. Sales agents at points remote from the mines are every day obliged to turn down new business of a most desirable sort unless the prospective customer is in a position to grant unlimited time for the filling of his order.

The foregoing statement characterizes the situation today and applies with greatest force to the mines of western Pennsylvania, West Virginia and Ohio, or in other words to the railroads centering in or radiating from Pittsburg, but other fields are beginning to suffer in the same way with every prospect that a very few weeks will find them as badly off as has been indicated.

The fact that a large percentage of all-rail anthracite shipments is made in box cars is destined in the near future to create an especially bad situation for both producers and buyers of this description. The grain movement by the lakes has already begun and will increase in volume so long as navigation is open. As a necessary consequence there will be a heavy demand for box cars in the grain trade between Buffalo and the seaboard, completely withdrawing thousands of them for several months from the coal trade as well as from all other business westward from Buffalo.

Some authorities report a decided improvement in the vessel supply on the great lakes, but a careful analysis of the information received from all sources indicates that while the ore docks have become sufficiently well stocked to reduce the pressure from this line of business to a certain extent, yet the chief reason that vessels seem to be more free is that the shortage of cars on the mine-to-lake roads has restricted the supply of coal for loading to a point where the available vessel tonnage is able to take care of it.

Some of the large coal companies engaged in the dock trade were fortunate in having a large volume of vessel tonnage under contract. These companies consequently are able to report a satisfactory amount of coal in storage at the upper lake docks, but with the exception of these more fortunate ones the supply of coal already forwarded, together with that which can reasonably be expected to go into stock before the close of navigation is variously estimated at a total of thirty to fifty per cent less than the full requirements of the trade in the northwest for the winter.

### Comparative Quiet in Anthracite Market.

The anthracite trade both east and west is showing less activity at present than the bituminous markets. During the last few days of August there was a notable increase in orders due to the pending withdrawal of the last discount from circular prices, but this was a temporary flurry, and during the present week the wholesale business has dropped back to the quietness which has characterized it for some time. Retail trade, however, has noticeably increased, reports

from every section indicating that the early fall distribution to domestic consumers has begun in earnest. As the average retail coal dealer has but very limited storage facilities this means that he will very quickly have to order in additional supplies from the mines or chief distributing points, so that a general revival of business in anthracite can not be much longer delayed. Within two weeks at the outside it is confidently expected that distributing agencies will have the greatest difficulty in meeting promptly even the most urgent demands of their trade, the expected rush of business coming as it will at a time when the car famine is at its worst.

Quietness in the anthracite trade is clearly shown by the action of several of the leading collieries in closing down for two or three days following labor day, and especially of the Philadelphia & Reading Coal & Iron Co., which closed its entire operations on Saturday last, to remain idle for a whole week, resuming work on the tenth of September. The east seems to be especially well stocked with anthracite, much more so than the west, so that it is expected that the first heavy demand will be for western markets. On the seaboard the steam sizes of higher grades are in the best demand, the supply having become somewhat short because of the reduced production at the mines.

### Conditions Improving in Bituminous Trade.

The bituminous trade on the Atlantic seaboard continues to show a fair movement of tonnage, indicating a slow but steady and healthy increase in this class of business. Steam grades are showing the most activity in the New York markets with fair shipments by water from the port of New York. The vessel market is strong with available vessels somewhat scarce and unfavorable weather delaying movement.

Movement of bituminous coals to New England markets shows a noticeable falling off in volume, especially from the lower Atlantic ports, through which West Virginia coals reach the east. This is accounted for partly by the shortage of cars and partly by the more urgent need for rushing the product of the mines to the lakes while navigation continues open, as the ocean forwarding can be continued after it becomes too late for northwestern shipments.

The prosperity which for weeks has characterized all reports from West Virginia, Pittsburg and Ohio, continues unabated in all branches of the coal and coke trade. Conservatism has marked the fixing of prices so that there has been no undue inflation but simply a steady increase week by week as conditions fairly forced the making of advances. The effect of heavy demand upon prices has been more noteworthy in coke than coal, Connellsville foundry coke having sold during the week as high as \$3.55 per ton f. o. b. the ovens.

The great handicap is the impossibility of securing cars to handle the business offered, there seeming to be almost no limit to the business which might be transacted if it were not for these adverse conditions outside the control of the operators. Shortage of labor also is a factor in the restriction of production, but it is now of much less importance than it was, the available labor being practically sufficient for producing as large a tonnage as the railroads are able to handle.

Western bituminous coals are slowly recovering from the dull market and low prices of the summer, but the demand for immediate delivery is still light. It is universally believed, however, that this branch of the coal trade is on the eve of a period of great activity. A marked revival is already noticeable in the field of the retailer, a sure sign of approaching increase of demand upon the wholesalers. One contributing factor in increasing the optimism of the western operators is found in the reports from the north and west, which indicate that the docks will be unable to take care of much of the business which usually falls to them. For this reason it is believed that the mines of Illinois and Indiana will have a far larger trade in Wisconsin, Minnesota and Michigan than they have enjoyed in any previous year since 1902.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, Sept. 8.

Recovery from the dull market and low prices which have prevailed throughout the summer is as yet only gradual; at the same time it is clear that a decided change has taken place and that the coal trade is upon the eve of a period of great activity. Cool nights are forcibly reminding consumers of winter so that the coal trade is becoming very lively, while stocks in the hands of retailers are as yet sufficient to supply the demands upon them. The number of inquiries coming in to the offices of producers and wholesalers indicate that an increased demand will very soon develop a call for large and continued shipments. The effect of this is apparent in a tendency to strengthening of prices for nearly every grade of coal. Where prices were already firm quotations are being advanced, and where they were weak and fluctuating this unsatisfactory condition is being replaced by firmness.

#### Car Supply Far Below Requirements.

The subject uppermost in the minds of almost every coal man at the present time is the question of car supply. While business was dull and coal scarcely selling at cost so that almost everyone was doing business at a loss cars were plentiful. Now, when the conditions of the trade are such that these losses might at least in part be regained, almost every shipper is unable to take care of the orders offered him because of a lack of transportation facilities. The trouble is much greater upon some roads than upon others but there is scarcely a railroad upon whose lines coal shipments originate but what is far short of an adequate supply of cars. Each freight traffic manager has his favorite reasons which he offers in explanation of the difficulty, as has every coal man. And these explanations are as varied as could well be imagined. Some of them seem possible; others the merest pretext. However valid the explanation may be, explanations do not carry coal and the prompt rapid movement of the product from the mine to consumer is the one thing most needed.

On the roads carrying West Virginia, Pittsburg and Ohio coals to the loading ports on the lower lakes, the situation regarding car shortage has become so acute as completely to overshadow the problem of vessel supply for transportation to the upper lake ports. While the supply of coal-carrying bottoms is probably no greater than during August the movement of coal from the mines is so retarded by the poor car service that in most cases the shippers are able to have vessels in readiness at the docks for all the coal coming forward. At some ports, however, the congestion of coal continues so that in some instances a premium of as much as fifteen cents a ton above the regular tariff rates has been paid to secure carriers.

#### Northwest Short of Normal Tonnage.

From information gathered from many reliable sources the statement is warranted that in all probability the difficulties of navigation will find the northwest far short of its usual supply of dock coal. Some men experienced in this line of trade predict that not over fifty per cent of the normal tonnage will go up the lakes and the lowest estimate heard places the shortage at thirty per cent below normal. If these conclusions are well founded they give promise of an enlarged market in the northwest for western bituminous coal and the opinion is freely expressed that Illinois and Indiana will ship a far larger tonnage to this territory than has been done in any corresponding period since the anthracite strike of 1902.

Reports from Wisconsin, Minnesota, Iowa, Illinois, Indiana and Michigan indicate a rapidly in-

creasing activity in the retail trade. The opening of the school year has brought back to their homes a large proportion of the families that have been away upon vacation trips, and together with the cooler weather of the last week, has caused a decided reversal from the previous dullness among the retailers. This business is being taken care of promptly as most local yards are well stocked up. But as the average dealer has only a very limited storage capacity supplies on hand will soon be exhausted and the demand for supplies from the mine and distributing centers may therefore be expected to develop rapidly and largely.

As soon as this takes place the greatest difficulty will be experienced in supplying the demand on account of the shortage of cars and the wholesalers therefore are anticipating a period of delays and complaints for which they will not be responsible but of which they will have to bear the brunt, with only the doubtful satisfaction of reminding their customers that they have been amply warned in advance of the situation which is developing and that trouble might have been made much less had the advice to place orders earlier in the season been more generally followed.

#### Anthracite Market Still Quiet.

During the last few days of August the anthracite trade experienced its usual flurry, due to a desire on the part of some to take advantage of the last ten cent discount from circular prices but with the end of the month this quickening of demand largely subsided, so that the present week's record has been very little better than that which has prevailed for some time. Orders received are scattering, both geographically and in quantity, indicating no general tendency toward a rapid advance in demand. There seems to be very little expectation on the part of western sales agents of an active business for the next week or ten days, but after that time it is believed that they will be absolutely unable to supply anthracite with anything like the promptness which will be urgently demanded. This product is shipped to the west almost exclusively in box cars and at the present time traffic from the west to the east is so light that heavy shipments of coal from Pennsylvania would necessitate sending back a large percentage of the cars empty. On the other hand the forwarding of grain by the lakes has begun in earnest so that the eastern roads need their box cars for the grain business from Buffalo to scaboard. These two facts taken in conjunction give good reason for the belief that all-rail shipments of anthracite to the west during the next two months will be greatly restricted. There is, therefore, already a strong tendency to stipulate in accepting orders that no other guarantee can be given than that shipments on these orders will be made "as soon as practicable," with the further caution that much delay must be expected. Anthracite has been coming in to the Chicago docks in increased quantities of late so that the amount now in storage is much larger than at any previous time this summer.

#### Supply Not Equal to Demand.

With the advent of fall the urgent demand upon the producers of the more eastern bituminous coals has greatly increased on the part of the distributing agencies which ordinarily depend upon shipments by the lakes for their supply. As indicated above the forwardings thus far are so far below normal that little hope is now entertained of the northwestern docks receiving more than from fifty to seventy-five per cent of the coal which has been ordered and which will be needed for the supplying of this trade. A point has been reached where each additional cargo, one almost might say each additional ton,

is regarded as precious. Under these circumstances and in view of the fact that the period of time in which shipments by water can be made is now so limited it is but natural that the operators should give this business the preference. As a result the extreme minimum of tonnage is being sent to all-rail points. Only contracts and the most urgent needs of their established trade are being taken care of. All other orders are placed on file and filled only as opportunity offers. The effect of this policy among the Chicago selling agents is well expressed by a remark of one of them who said: "It is so long since I have seen any of our coal that I have forgotten how it looks, and as for prices we have no use for them."

Demand for eastern bituminous coals on this market is comparatively light, but even then almost every office is far behind in the filling of its orders. Prices are firmly maintained and in some instances a premium has been paid to secure shipments in cases of special urgency.

#### Continued Scarcity of Labor.

The scarcity of labor continues in the New River and Pocahontas fields, adding to the difficulties arising from the shortage of cars and therefore the light local demand for West Virginia smokeless coals is greater than the available supply. Run-of-mine is quoted at \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago, and lump and egg at \$2 f. o. b. the mine or \$4.05 f. o. b. Chicago, with deliveries slow and uncertain.

Splint coals are suffering greatly from the scarcity of cars. This difficulty in regard to transportation has become extreme at an earlier date than was foreseen by the operators in the West Virginia splint coal fields and they find themselves in the position of having contracted to deliver more coal by way of the lakes than it now seems possible for them to do, so that they are crowding all available tonnage to that market to the exclusion of all rail business. The Chicago demand for this product is gradually increasing though by no means up to the full autumn standard as yet. Prices are firm at \$1.25 f. o. b. the mine or \$3.15 f. o. b. Chicago for three-quarter inch lump and \$1.10 f. o. b. the mine or \$3 f. o. b. Chicago for run-of-mine.

Excess of demand over supply for Youghiogheny gas coal continues unabated so that supplies of this product in all-rail territory are very light, slow and uncertain. Current quotations are as follows: Run-of-mine, \$1.20@1.25 f. o. b. the mine or \$3.10@3.15 f. o. b. Chicago; three-quarter inch, \$1.30@1.35 f. o. b. the mine or \$3.20@3.25 f. o. b. Chicago; inch-and-a-half lump, \$1.40@1.45 f. o. b. the mine or \$3.30@3.35 f. o. b. Chicago.

The demand for Fairmont coal, as with the other eastern bituminous products is far greater than western sales agents are able to supply. So far as it is possible to make deliveries, sales are made on the basis of \$1.05@1.10 f. o. b. the mine or \$2.95@3.00 f. o. b. Chicago for three-quarter inch lump and \$1.00 f. o. b. the mine or \$2.90 f. o. b. Chicago for run-of-mine.

The Hocking valley coals, like those of West Virginia and the Pittsburg field are in urgent demand for shipment by the lakes with only minimum shipments consequently being made to all rail points. Prices remain firm and unchanged.

#### Gradual Betterment in Western Coals.

The Chicago market for Illinois and Indiana coals shows a gradual but not specially marked improvement. The gain is in added firmness of price rather than in increase of tonnage. The slump of last week in screenings has been overcome and this size is bringing a better price than



at that time, although it has by no means regained its normal position.

Outside of Chicago the market for western bituminous coals is improving rapidly and operators are finding great encouragement in the general situation. A large proportion of the Carterville coal mined at present is going to the outside trade at prices fairly satisfactory although not high, prepared sizes according to preparation and size selling for from \$1.25@1.50 at the mines which is equivalent to \$2.25@2.50 in Chicago.

The demand for Springfield coal is on the increase with prices on a somewhat higher level than was previously quoted. Quotations for this product range about as follows: Run-of-mine, \$1.05@1.10 f. o. b. mine or \$1.80@1.85 f. o. b.

Chicago; inch-and-a-half lump, \$1.20@1.25 f. o. b. the mine or \$1.95@2.00 f. o. b. Chicago; four-inch lump, 1.45@1.50 f. o. b. the mine or \$2.20@2.25 f. o. b. Chicago; screenings, 60@70 cents f. o. b. the mine or \$1.35@1.45 f. o. b. Chicago. These prices are generally prevailing outside of Chicago, but locally many sales are reported as having been made at ninety-five cents f. o. b. the mine or \$1.70 f. o. b. Chicago for run-of-mine and \$1.10 f. o. b. the mine or \$1.85 f. o. b. Chicago for inch-and-a-half lump. Screenings have not fully recovered from the effect of last week's oversupply and have sold at 35@45 cents f. o. b. the mine or \$1.10@1.20 f. o. b. Chicago.

#### Indiana Coal in Good Demand.

Clinton, Indiana, coal is in strong demand for

this season of the year, with a sufficiently large proportion of the tonnage under contract so that contract prices have largely been withdrawn. This coal is firm at the following prices for shaker-screened, prepared sizes: Six-inch lump, \$1.60 f. o. b. the mine or \$2.30 f. o. b. Chicago; three-to-six-inch egg, \$1.60 f. o. b. the mine or \$2.30 f. o. b. Chicago; four-inch lump, \$1.45 f. o. b. the mine or \$2.15 f. o. b. Chicago; two-and-a-half-to-four-inch egg, \$1.45 f. o. b. the mine or \$2.15 f. o. b. Chicago; one-and-a-half-inch lump, \$1.35 f. o. b. the mine or \$2.05 f. o. b. Chicago; screenings, 65 cents f. o. b. the mine or \$1.35 f. o. b. Chicago.

Greene and Sullivan county coals are in increasing demand with prices fairly well maintained on the basis quoted last week.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, September 6.

Everybody engaged in the coal and coke trade in the Pittsburg district is busy; so much so that it is almost impossible to get to see them. They don't want to buy anything, and most of them say that their product is either sold, or that they are holding on to it, waiting for higher prices. Shippers of coal by rail are much interested, and in many cases anxious, about the car situation. Statistics from the Pennsylvania railroad show that the main line owns at the present time 150,000 freight cars, and the Pennsylvania lines own seventy thousand freight cars. All of these are not used to carry coal, but it is a safe estimate to make that one-half of them are coal cars. To this must be added cars owned by private concerns. This would make a big total, and it certainly looks as if there should be enough to haul all the coal and coke out of the Pittsburg district promptly. Such, however, is not the case, and far from it. Inquiry discloses the fact that the heavy operators in both coal and coke not only have a special "car supply" department, but they are forced to resort to various outside expedients to obtain enough cars to handle their output. A summer car shortage is a rare thing in this district, but this summer has been a notable exception. The problem that coal and coke shippers are now facing is: "If cars are short in summer, where will we obtain them in the winter, when full shipments are always much heavier?"

Labor day in Pittsburg and the coal section nearby passed off with more than the usual number of demonstrations by the miners.

No labor troubles of any magnitude have arisen during the week. The men employed at the various mines of the Pittsburg Plate Glass Co. still remain out, but have been enjoined by the courts to refrain from interfering with non-union men. Shipments of both coal and coke out of the district are exceedingly heavy. The demand is far ahead of the supply, and prominent operators state that they are much handicapped at present.

Labor remains exceedingly scarce, and many of the operators cannot get enough men to run their mines. With both men and cars in such heavy demand, the coal and coke people say that their lot is anything but "a happy one."

A slight rise occurred during the week in the rivers, but not sufficient to prevent the shipping of any coal by the river operators. There are but few boats with their empty tows now laid up below the city, most of them having got into port within the past few days. All of the river operators say that they are running full time, and stocking up. When the early fall rise comes there will be a record shipment of coal to southern ports.

Prices for the week remain about the same as those of a week ago. The tendency is upward, but conservative operators state that they have reached a very satisfactory stage; it is the general opinion here that this view is a correct and safe one, and that no great change will occur in quotations for some weeks. Run-of-mine coal is selling at \$1.20@1.35 per ton f. o. b. the mine; lump is quoted at \$1.35@1.50 per ton f. o. b. the mine; three-quarter-inch is listed at \$1.35@1.45 per ton f. o. b. the mine, and slack is bringing

75@85 cents per ton f. o. b. the mine. On all grades the market is strong, and the demand is much in excess of the present supply.

The coke trade remains in about the same condition as it has been in for some weeks. Producers of coke are taxed to the utmost capacity of their plants to supply the demand. The product of many of them is sold far ahead, and at satisfactory prices. With the shortage of men, which is particularly hard on the coke producer during the summer months, he cannot stock up, and does well to break even. With the coke people the car shortage evens up the labor scarcity. If there was a surplus supply of men the output could be very much larger, but the lack of cars would prevent it getting to market.

Furnace coke is selling at \$2.85@2.95 per ton f. o. b. the ovens; foundry grade is quoted at \$3.30@3.55 per ton f. o. b. the ovens.

A number of cases are noted of producers that are booked up to and beyond January first.

The outlook for the future is exceedingly bright; the prospects are for a continuance of the present state of affairs for some time. In the meantime there is much being done in the way of increasing present facilities, and it will not be long until a much greater output can be put on the market.

#### GENERAL AND PERSONAL NOTES.

Fire destroyed the stables of the Jamison Coal & Coke Co. near Greensburg, on Friday night last. The mules were rescued, but the loss to the company will amount to several thousand dollars.

The coal miners in western Pennsylvania are inclined to dabble in politics this fall, and boast that they will make their influence felt, and also expect to seat some of their candidates in prominent positions.

F. L. Robbins, chairman of the board of the Pittsburg Coal Co., has been appointed a member of the Republican campaign committee to co-operate in the management of the state campaign.

W. A. Hitchins and E. G. Hitchins, of Frostburg, Md., prominent coal operators, are spending a few days in Pittsburg, guests of the Ft. Pitt Hotel. The Hitchins are pioneers in the coal industry in the center of the celebrated Georges creek region.

The new office building being erected by the Pittsburg Coal Co. at Pittsburg is nearing completion. When finished the company will have more than double the space now occupied. The new building adjoins the one on Fifth avenue now occupied by the company, and has been planned to meet the requirements of the coal company in every detail.

A new campaign of coal land buying has broken out in Washington, Fayette and Greene counties, western Pennsylvania, and prices are soaring way beyond anything heretofore known. It is understood that a large part of this buying is for speculative purposes, the heavy demand for coal in the local markets stimulating many persons who have but little or no knowledge of mining operations.

Local No. 1826, of the United Mine Workers of America, whose members are employed at the Hazel mine of the Pittsburg-Buffalo Co. at

Canonsburg, Pa., has purchased a lot and will erect a building in the near future. Local No. 1826 is a large and influential body, and has made a good record in past years, and is considered a model one by the general union. At present it has a membership of seven hundred members.

J. W. Boileau, a prominent dealer in coal lands, and A. M. Neeped, a local attorney, and one of the counsel for the Pittsburgh Coal Co., are at the head of a project to unite sixty-three fire-brick manufacturers of the country into a central corporation. If the concern takes shape it will be the largest fire-brick corporation in the world, with a capitalization of \$25,000,000, an aggregation of about 120 separate plants located in various sections of the country, and a daily production capacity of more than two million bricks.

Official announcement is made of the appointment of Charles Gallagher as general superintendent of the six Superior and Duluth docks operated by the Pittsburgh Coal Co. Mr. Gallagher succeeds C. P. White. He has been connected with almost every department of the coal business, having been in the office and on the docks at Duluth and Superior for fourteen years. He started with the Youghiogeny & Lehigh, and has been with the Pittsburgh Coal Co. since it has had control of the docks in the Northwest.

Judge James R. Macfarlane, in Common Pleas Court No. 1, has granted the injunction asked for by the Pittsburg Plate Glass Co. against District No. 5, United Mine Workers of America, to prevent interference with the men employed at the Charleroi mines. The company in its petition filed some days ago, called attention to the fact that the men at the Charleroi plant of the company had been called out by the officers of District No. 5, and that the mines have become dangerous since they have been idle, as a result of the accumulation of gas.

S. H. Taylor, W. J. Coulson and Alexander Dempster have been appointed by Quarter Sessions court to make an examination of the Harwick mines of the Allegheny Coal Co. The court took this action on an appeal by the company from a decision of the mine inspectors refusing to permit the installation of electric power for the operation of the mining machines and also to permit the use of open lights in the mines. The company maintains that mines owned by competitors are permitted to use open lights and the electric haulage and mining system. The board is given thirty days in which to make its report.

Reports from the upper and lower Connellsville region show an increase over the previous week both in production and shipments. Even with the present high tonnage of coke there have been reports during the last few days of a growing scarcity of both foundry and furnace coke in the district. The present conditions and prospects in the iron trade give practical assurance of an immense coke business during the balance of the year. Shipments of coke for the week show a total of 16,127 cars. These shipments are estimated at 108,226 tons, making the total output of the Connellsville upper and lower region for the week 387,515 tons.

Gradually the railroads entering Pittsburg are abandoning the use of soft coal while in the



city limits. The Baltimore & Ohio road has sent out orders prohibiting all switching and other engines from using soft coal while in the city, and it is expected that the other roads will fall in line and send out similar orders this week. According to the terms under which the charter for the Pittsburg Junction railroad was granted, nothing but coke can be used for fuel. The railroad officials have utterly disregarded this clause in their charter, but are now getting wise, and are preparing to live up to the letter of the law as demanded in their original grant of right of way through the city.

The "mine cure" for whooping cough among small children is attracting considerable attention in this locality, as the disease is epidemic in a number of towns near Pittsburg. A well known physician of Pittsburg recommends the mine treatment and as a result it is being tried in different localities with marked success. The treatment is simple, and consists of taking the patient into a coal mine a sufficient distance to get the full benefit of the mine air, remain half an hour, come out to the daylight, and keep repeating the trip every half hour for several hours. It is stated that a number of cases have been cured by this treatment, and many more have received great benefit.

Never in the history of the Pittsburg division of the Pennsylvania railroad has its freight traffic been heavier, and the outlook for its business brighter, according to circulars sent out from the general office. This is the third circular that has been sent out within the past six weeks calling attention to the threatened freight car shortage this winter. The company is unable to supply the demand for freight cars at present, even though more than 18,000 new freight cars have been delivered to them by manufacturing concerns within the past six months, and a similar number is promised between now and January first next. A car shortage during the winter is to be expected, but that one should exist during the summer months leads shippers to fear that the

shortage will increase, and become a serious menace to business.

The celebrated Jutte-Friend-Hoffstott equity case was resumed yesterday before Judge John D. Shafer in Common Pleas Court No. 2, after a recess of a month and a half. One of the most important arguments yet undecided is the question of the admission of the deposition of Mrs. Cassie Chadwick, which was taken in the Columbus penitentiary. The case involves a large sum of money, and concerns certain bonds and coal properties, which the executors of the estate of the late W. C. Jutte are endeavoring to recover, alleging that at the time they passed from the possession of Jutte his mental condition was such that he was incapable of transacting business. This is denied by the defense.

Trouble has developed in the Vigilant mine of the Pittsburgh Coal Co. over what is claimed to be discrimination on the part of the officials of the mine against the members of the coal miners' local at California, Pa. From information at hand it seems that some outside parties are to blame in the matter. During the night time it is claimed that some persons intent on making trouble between the miners and the coal company have been putting large quantities of slack, dirt and other stuff into the cars left partly loaded. It is hoped that nothing serious will occur between the mine officials and the men, as District No. 5 and the Pittsburgh Coal Co. have had no trouble for a long time, and the company has signed the scale.

The Young Men's Christian Association in Pittsburg, and the various smaller associations in the mining towns of western Pennsylvania have planned an active campaign to reach the miners during the coming fall and winter season. The plan is one of education, and not a religious one. Most of the coal miners in the Pittsburg district now are foreigners, and many of them are anxious to learn the English language and American ways. They are attracted

by the inducements offered by the Young Men's Christian Association and many of them are being enrolled in the classes for instruction. In addition to the rudimentary branches, which include reading, writing, spelling and arithmetic, the associations have a "mining course." This embraces geometry, trigonometry, mine ventilation, surveying and mapping, economic geology of coal, shafts, slopes and drifts, methods of working mines, steam and steam engines, hydro-mechanics, dynamos and motors, electric machinery, metallurgy and assaying, prospecting, etc. Cases are mentioned of miners coming long distances to the city to take advantage of the free course offered by the association.

Labor day was observed in Pittsburg and the Pittsburg district in the usual manner that has characterized its observance in former years. The coal miners in this vicinity consider Labor day as their personal property and a time in which to enthuse. No particular gatherings were held in the city proper by the miners; but at various points nearby the miner was the "whole thing." McKeesport, Elizabeth, Castle Shannon, Carnegie, and Charleroi all held special demonstrations, at which the coal miner was the "biggest toad in the puddle." The most elaborate celebration of the miners was held at Charleroi. The biggest crowd ever brought together in the town was present, it being estimated at ten thousand. The town was profusely decorated, and the parade which was held in the morning was participated in by several thousand men, most of them being coal miners. The principal speaker of the day was John McBride, of Columbus, Ohio, former national president of the United Mine Workers of America, and also former president of the American Federation of Labor. Francis Feehan, president of the Pittsburg district, and William Little, of the national executive board, also made addresses. Much interest centers around Charleroi, as it is here that the miners are out on strike, on account of the Pittsburg Plate Glass Co. refusing to recognize their union.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, September 6.

As nearly as the situation can be sized up this week, last week's conditions continue in force, almost exactly as they were a week ago. The first and most important feature of the general market is the woeful scarcity of cars. It is a broad statement, but a true one, nevertheless, that never in the history of the coal trade has such a tremendous shortage of cars occurred so early in the season. It will be recalled by many the rapidity with which the market picked up about this time last year, yet the supply of cars was comparatively good until a considerably later date than this. The car famine has now been in existence for at last three weeks, and there is no immediate hope of an improvement on any of the roads entering here.

### Some Quotations Merely a Form.

As might be expected under such circumstances, the coal market is very firm. There is scarcely a concern in this selling center that is not sold up at this time, and some of the largest producing companies report that they are now more than a month behind in their orders. This means that there are now only nominal quotations on certain grades of coal, and the prices asked are prices that while high now, will be moderate by the time orders filed now are filled. On New River and Pocahontas lump and egg, for instance, no quotation can be found at less than \$2 a ton. Any one ordering smokeless coal now will be lucky if he gets it within a month to six weeks from date. Smokeless run-of-mine is firm, but at a much more reasonable price, namely, \$1.35 to \$1.50 a ton at the mines. Splint lump ranges from \$1.50 a ton at the mines for ordinary grades up to \$2 for special grades and extra preparation.

Nut-and-slack continues in great demand, and is still scarce. There are so many grades of nut-and-slack on this market that each is now selling on its own merits, and the price ranges

from sixty-five cents to ninety cents a ton at the mines.

There is no change in river coal. Several tons of Kanawha coal have been added to the Cincinnati stock during the week, the river continuing at a stage that permitted the moving of loaded barges, but the receipts in no way affected the market which is seven and one-half to eight cents a bushel for lump afloat in barges, and five to six and one-half cents for nut and slack afloat.

The retail trade of the city is slightly improved, but is yet anything but satisfactory from the standpoint of tonnage. Pittsburg, Kanawha, Thacker, Fairmont and such grades sell for \$3.25 a ton delivered to families; Pocahontas and New River, \$4; anthracite, \$7.50, and gas coke nine and ten cents a bushel.

### NEWS NOTES AND PERSONALS.

O. F. Barrett returned home Wednesday from his vacation, which he spend down in old Virginia.

E. P. Merrill, general manager of the United States Coal & Oil Co., spent several days this week in Cincinnati.

R. S. Magce, who has been laid up for some time on account of an accident, is again out on the road for the Carbon Fuel Co.

P. A. Kain, well known in the local coal trade, is now with the New River Consolidated Coal & Coke Co. as general office man.

Huper Hood, manager of the Big Hill Coal Co., is making a tour of Kentucky in the interests of his company. He spent several days in Frankfort and Lexington.

Jacob P. Bauer, manager of the W. H. Brown Son branch of the Monongahela River Consolidated Coal & Coke Co., has returned from his vacation, which was spent in northern Michigan.

Colonel T. N. Mordue, bright and breezy, and with a fragrant boutonniere, was a welcome vis-

itor at a number of the Cincinnati coal offices Wednesday. He was here looking for some good coal for prompt shipment.

The board of public safety of the city of Cincinnati will open bids on Monday, September tenth at nine a. m. for furnishing and delivering to the fire department of the city one thousand tons of Youghiogheny screened coal.

The Smoke Abatement League of Cincinnati gathered in a few more offenders this week, including W. Kesley Schoeff, president of the Cincinnati Traction Co., the engineer of Mr. Schoeff's Traction building, and the engineer of the Mercantile Library building.

Capt. W. S. Carr, one of the official coal gaugers of the Cincinnati Chamber of Commerce, returned home Wednesday from an extended vacation spent at New York, Washington and other eastern points. Captain Carr had been in poor health for some time, but is now enjoying much improved health.

The Cincinnati Chamber of Commerce records show the receipts of coal in Cincinnati for the month of August, 1906, to have been 6,947 cars compared with 6,667 cars during the month of August last year. The shipments during August, 1906, were 4,902 cars compared with 5,125 cars during the same period last year.

R. D. Dunlap has resigned as president of the Consolidated Anthracite Coal Co., of Spadra, Arkansas, and Guy W. Mallon, of this city, has been elected to the position. Alexander Cunningham is still vice-president of the company, and he says the company is constantly increasing its output. It recently acquired a vast amount of new property.

M. T. Roach, president of the New River-Kanawha Fuel Co., has just been nominated by the Republicans of Charleston, W. Va., as a candidate for the state legislature of West Virginia, and there is little doubt of his election. In a few weeks it will be "Honorable Mike Roach,"



and THE BLACK DIAMOND extends congratulations in advance.

The state railroad commission of Ohio will hold a meeting in Toledo on the eighteenth of this month and managers of many of the roads have been summoned to appear before the board to explain the workings of the new general rule of forty-eight hours for unloading freight, including coal. The coal men are watching the matter with keenest interest.

Chapman R. Hinsch, president of the Hinsch Coal & Coke Co., has been absent from the city for more than two weeks looking after his interests at the mines in West Virginia. Mr. Hinsch recently sold his entire retail business to the Cincinnati Gas Coke Coal & Mining Co., and he is now devoting all his time to increasing his wholesale and shipping trade.

Joseph Mitcheltree, Toledo agent of M. A. Hanna & Co., is sending out to his friends in the trade an attractive card announcing the removal of his concern to suite 1531, Nicholas building, Toledo. The cut represents Mr. Mitcheltree leaning out of a window on the fifteenth floor of the Nicholas building, and calling down to a man in the street below: "Come up and see us."

J. C. Beebe, general manager of the Guyan Valley Fuel Co., was in the city the first of the week. He reports having run his first coal over his new tipple at Huntington last Saturday, and that the great plant is a perfect success. He now expects to be elevating coal at his big new elevator at North Bend October fifteenth. At this latter plant storage facilities are being prepared to take care of 100,000 tons of coal.

R. H. Lyman, who has had charge of the Cincinnati office of the Island Creek Coal Sales Co. since the organization of that company, has resigned his position, and will leave Cincinnati September fifteenth. Mr. Lyman is largely interested in a vast undeveloped coal field in southern West Virginia, and he will hereafter devote his entire time to his own private business. He came here an entire stranger, but it was not long until he had scores of friends who will regret to see him leave the Queen City. For the time being he will make his headquarters at Huntington, W. Va.

The state railroad commission of Ohio has been quite busy of late, and it now begins to look as if this slow-moving body is about to produce some results. It is given out that, on September twenty-fifth the case of the Campbells Creek Coal Co. and others of Cincinnati against the Baltimore & Ohio Southwestern railroad would be taken up. This case, about which a great deal has been printed already, involves switching charges in Cincinnati and the so-called local coal rate. Exorbitant rates have been charged for switching coal very short distances

in Cincinnati, and relief is asked for and expected.

The substitution of a figure 2 for a 1 in an item last week made W. P. Slaughter, vice-president and general manager of the Glen Alum Fuel Co., a lot of trouble. Scores of his friends, who read THE BLACK DIAMOND, called him up in regard to his contract to supply the city of Marion, Ind., with its year's supply of coal, and wondered at the price, which should have been \$1.15 a ton at the mines for Glen Alum run-of-mine. The freight rate to Marion is \$1.55 a ton. That this little mistake attracted so much attention is a compliment to THE BLACK DIAMOND, showing how closely its reports are read by the trade.

J. H. Briscoe, the popular and efficient assistant western manager of the Chesapeake & Ohio Coal & Coke Co., returned Monday from his honeymoon trip to the Pacific coast. He was absent from the Queen City over five weeks, and with his bride, took in all the principal points of interest along the western coast of the country. He has now settled down to house-keeping in a cosy flat on Walnut hills. Mr. Briscoe is one of the youngest managers in Cincinnati, but he has proved his ability, and has made many friends in his present position. The marriage of Mr. Briscoe has put an end to the bachelor housekeeping of Messrs Briscoe, Burlingham and Lyman, who have lived happily and comfortably in a handsome flat on Walnut hills for more than a year. Mr. Burlingham has taken quarters on Park avenue, and Mr. Lyman is stopping at a hotel.

Alexander Cunningham, president of the Luh-rig Coal Co., is in receipt of an official letter from Deputy Mine Inspector McDonald to the effect that the patent safety clutches recently installed by the Luh-rig Coal Co. at its No. 3 mine had been formally tested by Mr. McDonald and found eminently satisfactory to the inspector. In describing the test Mr. McDonald said he had two ropes placed on the cage, and then placed a weight of approximately a ton on the cage. This weight was then hoisted a distance from the bottom of the mine and one of the ropes was cut. The cage slipped back only two inches, proving conclusively the efficacy of the patent safety clutches, the invention of R. D. Secoy, Athens, Ohio. The state department commends Mr. Cunningham for installing so perfect a device. It will be recalled that the state mine inspector attempted to shut down the Luh-rig mines a few weeks ago on account of its shafts not having safety catches. Mr. Cunningham refused to put in the device suggested by the inspector, saying it was not safe, but said he would put in a safety catch as soon as he found one that is really safe. The controversy is now at an end, and all parties are well satisfied.

will be equivalent to saying that you are thoroughly interested and willing to assist that much. "The executive board of this association will at once take this matter up and try and get the relief that is much needed. We would thank you for any suggestion that you would wish to make.

"Thanking you for an early reply, we are,  
"Yours very truly,  
"C. H. CHISHAM, President.  
"E. H. BETTS, Secretary."

Modification of Rules Essential.

"I believe the new rule will have to be modified, for our opposition will be so strong that we shall be able to convince the railroads it is for their interests to relax a bit," said President Chisam, in an interview; "to show the injustice of the new rule let me tell you a case that happened to me yesterday. I had ordered four cars of coal with orders to ship them all on different days, supposing they would arrive on different days and thus I should have plenty of time to unload them without paying any demurrage charges.

"But they all arrived together, and as the new rules had just gone into effect I had to hustle in order to get them all unloaded within the space of two days, for nowadays one hundred thousand-pound cars are the general rule. It would have hurried me under the old system, with five days to work. The association, which is composed of every railroad company that enters Council Bluffs, Omaha or Kansas City, takes no account whatever of delays in shipment resulting from their own negligence, but insists on the consignees of shipments walking a straight chalk line."

Personal and News Notes.

A Chicago firm has secured the contract for the building of the coal elevator, chute and transfer plant for the Rock Island system, at El Reno, Okla., at a cost of \$17,500. This will be the only plant of its kind on the entire system.

Col. William Busby, the well known coal operator of Indian Territory, has been made chairman of the Republican territorial finance committee, where it is expected that he will make as great a success as a party manager as he has in business.

From what is believed to be a reliable source it is learned that the Southern Pacific is figuring on changing many of its oil burning locomotives back to coal burners, the move being necessitated by the high price of oil and the further fact that there is no prospect of the situation being relieved, no new oil fields being in sight. The engines in the passenger service will remain as oil burners, the company making an extensive display of the oil burning engines in their quest for travel over their line to and from the Pacific coast. It is also supposed that not all of the freight engines will be equipped with coal burners, as the company has a considerable supply of oil on hand and operates an oil company of its own for the production of oil. Local officials of the company profess to be ignorant of information in the matter.

Welsh Coal Market.

Hull, Blyth & Co., of London and Cardiff, under date August twenty-second, 1906, report on the Welsh coal market as follows: "The market continues in a firm condition, at about last week's prices, smalls being specially firm.

Best Welsh steam coal		Monmouthshire—	
Best Welsh steam coal	\$3.90	Seconds	\$3.12
Seconds	3.84	Best small steam coal.	2.46
Thirlds	3.60	Seconds	2.40
Dry Coals	3.48	Other sorts	2.34
Best Monmouthshire.	3.60		

"The above prices for Cardiff coal are all f. o. b. Cardiff, Penarth or Barry, while those for Monmouthshire descriptions are f. o. b. Newport, both exclusive of wharfage but inclusive of export duty, and are for cash in thirty days, less two and one-half per cent discount.

"The freight market is quiet. Rates east are nominal, there being no demand. Plate continues firm."

Gibraltar	\$1.38	Aden	\$2.46
Malta	.96	Colombo	2.64
Algiers	1.20	Singapore	2.61
Marseilles	1.25	Sabang	2.52
Genoa	1.20	Las Palmas	1.50
Naples	1.11	St. Vincent	1.68
Port Said	1.08	Rio Janeiro	3.36
Constantinople	1.26	Santos	3.81
St. Lucia	1.86	Buenos Ayres	3.84

The Missouri River Coal Trade.

KANSAS CITY, Mo., September 6.—(Special Correspondence).—A notification from the railroads to the coal dealers withdrawing the rules of the Western Car Service association, which have been in effect for several years past and substituting for them an entirely new set of regulations, has caused great indignation and roused the Iowa-Nebraska Retail Coal Dealers' Association to immediate and decisive action. C. H. Chisham, president of the association, has sent to every retail dealer in coal in Iowa and Nebraska a letter calling for moral and financial assistance in waging the fight against what they consider railway oppression.

Heretofore a coal dealer receiving a shipment from the mines has been allowed to use the cars and tracks of the company for five days before the demurrage charges were taxed up. This allowed three days for storage and two after that for the purpose of unloading, so that the dealer was able to figure upon a generous time allowance, even though the cars he had ordered became "bunched" and arrived several at a time instead of singly as expected.

With the going into effect of the new rules, the three days allowed for storage disappeared, and the cars had to be unloaded and returned to the association within forty-eight hours of ar-

rival. The new rule caused a great deal of indignation on the part of the coal dealers, and steps were at once taken to band the dealers together in an organized fight.

Letter of President Chisam.

The following is a copy of the letter mailed to every dealer:

"Dear Sir: No doubt you are fully aware that this day and date a new set of rules go into effect with the Western Car Service bureau, which are in direct opposition and antagonistic to the agreement that this association had and which was working in such fine shape with that bureau.

"It is now up to you to decide whether this association will take the matter in hand again and try and get this storage time in your city. Would you be willing to assist in this matter, or is the present set of rules satisfactory to you? If not, will you kindly suggest by return mail, what you would like to see this association do, and tell us in what way you are willing to assist us? One way in which you can materially assist us if you are not already a member of this association, to kindly fill out the enclosed blank and mail to us with your check for ten dollars, which



## Mining News from West Virginia.

WHEELING, W. VA., September 6.—(*Special Correspondence*.)—Within the week coal has advanced from ten to fifteen cents a ton, and a further advance is not improbable unless the acute car shortage is substantially relieved.

The car shortage is credited with the recent advance. The advances are principally for spot coal, but are reflected in contract coal. With a car shortage and a labor shortage West Virginia operators feel that they have their troubles just at a time when the market is so inviting.

The transportation subject is an old one and there are no new changes to ring on it. It applies to every one of the trunk lines, but seems to be the most pronounced along the main line of the Baltimore & Ohio and its branches.

It is restricting the output in the Fairmont and Wheeling districts, which are covered by the Baltimore & Ohio, and it is keeping production down below normal along the Norfolk & Western and Chesapeake & Ohio.

The celebration of Labor day this week was another factor in lessening output and operators would have preferred the holiday at another season. In some instances the miners failed to report for duty for days after their celebration.

A six-hour suspension of the coke ovens at the Page plant of the Loup Creek Colliery Co. a few days ago resulted in a loss of five hundred dollars. The employees went on strike against a new system of payment inaugurated by Supt. Wren. Instead of paying by car measurement for all coal going into the ovens he substituted payment by weight. Without notice the men struck, while two hundred ovens were charged and ready to be drawn, and after parleying, that took six hours, an agreement was reached, but in the meantime several ovens were burned. More would have been similarly damaged if the settlement had been deferred.

Messrs. Beddals, Lytle and Bryce, of Pittsburgh, have leased 1,220 acres of coal land in Kentucky, on Tug river, just opposite West Virginia. The land has been wanted for years, but could not be acquired until a title could be secured. It is said the purchasers or their representatives will soon take steps to install several operations.

The Fairmont region this summer has been ordering a great amount of new equipment. The Fairmont Coal Co. has gone in extensively for electrical machinery, besides cars, and the Hutchinsons and other independent operators have been ordering cars and making other improvements. The Hutchinsons will soon receive two hundred additional cars, and electrical machinery for their plants in Harrison county, and also their mine at Bridgeport, Ohio. The Madeira-Hill-Clark and the Virginia and Pittsburg Coal and Coke, also of the Fairmont region, are keeping up to the march of progress in the same way, and there is hardly any mine in that section which is not modernizing its equipment.

### PERSONAL NOTES.

President C. L. Bowman, of the Walnut Hill Coal & Mining Co., of Cincinnati, has been inspecting the company's interests in Mingo county.

F. M. Mills has resigned as general superintendent for the Loup Creek Colliery to engage in the mining business elsewhere and will be succeeded by J. C. Taylor, of the Gauley Mountain Coal Co.

William Warner, the new deputy mine inspector for the Norfolk & Western region, has established his headquarters at Welch, W. Va., and has requested operators to notify him immediately of all mine accidents.

H. W. Graham, who has been chief bookkeeper for the New River and Pocahontas Consolidated, has resigned to accept a position with a manufacturing concern at his old home in Columbus, Ohio, and has been succeeded by Mr. Bobbitt, who has been script clerk.

As predicted in the preceding issue, Michael T. Roach, the well known operator of Charleston, W. Va., and John Nugent, the miners' state president, were nominated for the legislature on the one ticket by the Republicans of Kanawha county last Saturday. As the nomination is equivalent to election almost, their voices will be heard in the state's legislative halls next winter.

## The Ohio Coal Trade.

TOLEDO, OHIO, September 6.—(*Special Correspondence*.)—September finds lake business booming at Toledo. Some other lines of the coal business are being held back on account of a shortage of cars but not to any extent has lake coal been affected thus far. Once in a while a complaint is heard that more coal could be handled at this port, but as a general thing boat men find coal in waiting when they touch here for a cargo of the black diamonds.

The custom house figures for August show that the shipments of coal were nearly three hundred per cent greater than they were a year ago, but these figures are very apt to be misleading. The same report shows that the receipts of iron ore were more than double those received during the same month last year and herein probably lies the secret. Boats touching here or rather bringing ore to this port cleared from here with their cargoes of coal. This boosted the custom house figures instead of giving the credit to some other harbor as would have been the case had the boat unloaded its cargo of ore there instead of here and had then come to Toledo for a load of coal. This system is allowed and it makes the custom house figures very unsatisfactory as boats are allowed to clear from some other port and stop here and get a load of coal without reporting to the local office. The fact remains, nevertheless, that the shipments of coal were much larger during the past month than during July. The movement has been steadier and indications now point to a general rush for the remainder of the season. Dealers admit that they are in many instances far behind in their orders and as they are under contract to get coal there by boat, they are naturally in a hurry to get through before the weather puts a stop to lake business.

The car shortage, to which we have referred, is becoming more and more stringent every day, and it is only a matter of time until prices will be forced up. Already quotations have been advanced for some of the smokeless coals and the impression is becoming more confirmed that the advance will spread to other lines. Thus far the cheaper Ohio coals have been plentiful, but at present there is promise of difficulty arising during the next fortnight to get it as needed.

### Retail Prices Advancing.

The usual fall advance in anthracite coal took effect on the first of this month. The present price is seven dollars, but there is little chance that it will remain at this figure, despite the fact that it has been the winter quotation for years. Retailers are also of the opinion that other grades are likely to be forced up on account of the new regulations of the car service association which shortens the time for unloading cars after their arrival in Toledo. As it was, most of the cars were unloaded into wagons for delivery, but if an extra handling is required, the cost will be more and the price will be advanced for this reason alone, to say nothing of the waste in shoveling the coal into sheds.

Rail business is holding up remarkably well, and there is a tendency on the part of consumers to get a little coal ahead for fear that the car shortage will become very stringent. Their efforts along this line are mostly unavailing for, as it is, it keeps operators and dealers busy filling the actual demand without furnishing coal for storage purposes. Some of the local operators have been forced to run on part time on account of an inability to get the required number of cars to take care of their daily output.

## The Baltimore Shipping Trade.

BALTIMORE, MD., September 6.—(*Special Correspondence*.)—The past week has been one of but little development as affecting the immediate situation in the coal trade. Bituminous did not continue its onward march to better things, as had been hoped after the slight revival of the week previous, when considerable activity was shown in line business and when prices were a little stronger. As a matter of fact the bituminous market in the past ten days has been somewhat off color, and line business has been slow. It would seem as if there is to be no considerable revival for a few weeks as yet, unless such a situation is forced by a car shortage.

The anthracite men are pursuing the even tenor of their way now that the winter schedule has been fully established. By the last ten cent advance, to the consuming public, which became effective on September first, the rates were established at \$6.75 for No. 1 hard; \$7 for the other sizes of that coal, \$7.25 for Sunbury, and \$7.85 for Lykens Valley. Pea coal will hereafter retail at \$4.50. If the coal situation should tighten up around December a still further advance may at that time be put into effect by the Retail Coal Exchange. There is always more or less cutting of rates, and this season, when the trade appears to have very well-stocked yards at low-schedule coal promises to be no exception to the rule.

### Coal Exports to Mexico.

The fact that Baltimore is forging ahead in export shipments to Mexico in competition with Welsh coals has already been mentioned in these letters. The increase of the trade can be gathered from the fact that during the last three months there has been exported to Mexico from this port coal and coke to the value of \$313,275, while the entire exportation of coal from this port during the same months—June, July and August—of last year, aggregated but \$138,973 in value. In the last three months twenty-four cargoes have been sent aggregating 99,615 tons of bituminous and 22,320 tons of coke. Considerable shipments were also made during the three months just closed to points in Canada, Cuba, Italy, the Philippines, and Chile. The sending of a cargo to Valparaiso—before the earthquake—had stirred up the hope that the once considerable coal business with Chile was about to be resumed.

Two thousand new steel cars are being built for the Fairmont Coal Co. by the South Baltimore Steel Car & Foundry Co. A special meeting of stockholders of the coal company was held last Wednesday to authorize the execution of an agreement with the Fairmont & Somerset Equipment Co. for the construction of the cars.

### Surveys for a New Railroad.

Final surveys are being made near Cumberland for a new railroad between Connellsville and Pittsburg through the coke region, and Baltimore & Ohio engineers are engaged on the work. It is said that the plan is to establish a much lower grade road than that which now drains the territory.

There has been a raising of charter rates, as shown in the more recent announcements. The British steamer Duart has been chartered for Tampico at \$1.50; the British steamer Dorisbrook, coke, for Vera Cruz, at \$2.50; schooner Edith Oleott, to Boston or Salem, 75 cents; schooner Normandy, to Salem, 80 cents; schooner Elisha Atkins, to Galveston, \$1.60 and discharge; schooner Addison E. Bullard, to Boston or Portland, 75 cents, option of Portsmouth, N. H., at 80 cents; schooner John E. Devlin, 75 cents; schooner Normandy, to Boston, at 80 cents.

The Consolidation Coal Co. on Saturday placed in commission the first of three steel barges which it is having built at the yards of the New York Shipbuilding Co., at Camden, N. J. The barges represent an outlay of \$250,000, and when completed each will have a capacity of three thousand tons. When all the new barges have been completed the Consolidation's fleet of barges will consist of twenty, of which seventeen are wooden, each having a capacity of 1,650 tons. The company also owns four ocean-going tugs and one steamer.





## Western General and Personal Notes.

"Nat" Scott, president of the Scott Coal & Coke Co., Fisher building, Chicago, spent the early part of the week in Cincinnati.

Wm. J. Magee, manager and treasurer of the Carbon Fuel Co., Cincinnati, was a Chicago visitor on Wednesday of this week.

The Lumaghi Coal Co., of St. Louis, is reported to have purchased the Kortkamp Coal Co.'s mine and coal rights at Hillsboro, Ill.

C. E. Wales, general western agent for the Pittsburgh Coal Co., with headquarters at St. Paul, stopped off at Chicago Thursday on his way to Pittsburg.

Henry Holverscheid, of Henry Holverscheid & Co., First National Bank building, Chicago, has returned from a month's vacation, most of which was spent at Sturgeon Bay, Wis.

Lee J. Ward, secretary and treasurer of the Sedalia Coal Co., Old Colony building, Chicago, has returned home after nearly a week's absence in the interest of his company.

T. N. Mordue, western sales agent of Castner, Curran & Bullitt, with headquarters at Chicago, has returned from a business trip to Cincinnati and points in the eastern coal fields.

E. L. Sheppard, of St. Paul, Minn., vice-president of the Northwestern Fuel Co., was in Chicago the first of the week calling on his old friends and looking after the interests of the company with which he is so prominently identified.

Forty-three farmers in the vicinity of Richland, Ill., have organized and incorporated the Happy Hollow Coal Co., with J. H. Plunkett as president and John Fetzner as secretary. The company is sinking a shaft and expects to find a six-foot vein of good coal at a depth of about one hundred feet.

The recently announced negotiations by which it was expected that A. C. Bennetts, of the Howe Ice Co., Mason City, Iowa, would lease the coal yards and take over the business of C. A. Cole, of that city, has fallen through and for the present at least Mr. Cole will continue to carry on the coal business.

The Central Coal & Dock Co., Sheboygan, Wis., has filed an amendment to its charter with the secretary of state, increasing the capital of the company from \$50,000 to \$100,000. The company will move its headquarters from Sheboygan to Ashland. Peter Reiss is president of the company and William A. Reiss is secretary.

H. J. Koeber, of the firm of Henry Holverscheid & Co., First National Bank building, Chicago, has gone to Sturgeon Bay, Wis., where he expects to spend the best part of a month in his favorite sport of fishing. His letters report the sport as being at its finest now, and in further testimony of this fact he has sent some fine specimens of his skill with pole and fly to some of his friends at home.

The largest cargo of coal ever received by the Cargill Coal Co., Green Bay, Wis., was unloaded last week from the steamer James P. Walsh. The cargo was 8,500 tons. This vessel is 480 feet long, fifty-two feet wide and has a depth of thirty feet, making it one of the largest boats on the great lakes. The pilot who had charge of the Walsh when it arrived had a very hard time getting through the bridge, as there was not more than six inches space on each side of the boat when going through the draw.

The Philadelphia & Reading Coal & Iron Co. are preparing to make extensive improvements at their docks at Ninety-fifth street and the

Calumet river, Chicago. They will build new revolving screens, new docks, covering six hundred feet, a new concrete floor six hundred by two hundred feet, and new concrete pockets forty-two feet deep, to be used as receivers to the conveyors, also an addition to their shed of 240 feet, making it 738 feet long. J. Kolhof & Son have the contract for the concrete work.

The Cyclone Drill Co., of Orville, Ohio, manufacturers of vertical engines, drilling and prospecting machinery and drillers' supplies, have just issued a very complete and attractive catalogue of nearly a hundred pages. The book is admirably gotten up and contains full descriptions of the various machines and implements manufactured by the company. It is handsomely illustrated, containing not only cuts of the company's products, but also many views of a more general nature, including scenes in Montana, California and Alaska. A feature of the catalogue is quite an extended treatise on methods of drilling.

The Metropolitan Coal Co., whose offices are on the fifth floor of the Old Colony building, Chicago, was the victim of a bold robbery during business hours on Tuesday of this week. Nearly five hundred dollars in currency and a package of negotiable securities were abstracted from the company's vault, the door of which adjoins the office door, but in the corridor. One of the officers of the company after opening the vault to withdraw some of its contents, left it unlocked for a few moments while he went on an errand. Upon returning he discovered the theft, but search has thus far failed to reveal the criminal.

The *American Lumberman* (Chicago) announces "In Forest Land," a volume of poems by Douglas Malloch. The verses of "the lumberman poet" long have brightened the pages of the *American Lumberman* each week. This book embodies his best work in permanent form. The poems constitute a graphic and beautiful portrayal of the majesty of the forest, the picturesqueness and humor of the lumber camp, the thrill of the drive, the magic of the mill, the romance of the lumber carrier and the philosophy of the yard. As the special interpreter of all these things Mr. Malloch stands alone. Every one concerned in the forest or its products will prize this volume.

The Kokoals are getting busy again and the first korusation of the fall season will be held in New York city on Tuesday evening, September eighteenth. J. D. Van Pelt, New York city scout, has charge of the affair and quite a large class will be put through. E. F. Hartford, with the Kilbuck Coal Co., Pittsburg, has been appointed scout for western Pennsylvania. He will have plenty of time to scour the woods before the annual pow wow. On account of the large number of applications which are being received, Modoc A. O. Tandy is planning to have a korusation in Chicago on Saturday, September twenty-ninth. Every member should put his shoulder to the wheel this fall and winter and try and bring the membership up to the two thousand mark by the time the next pow wow is called to order.

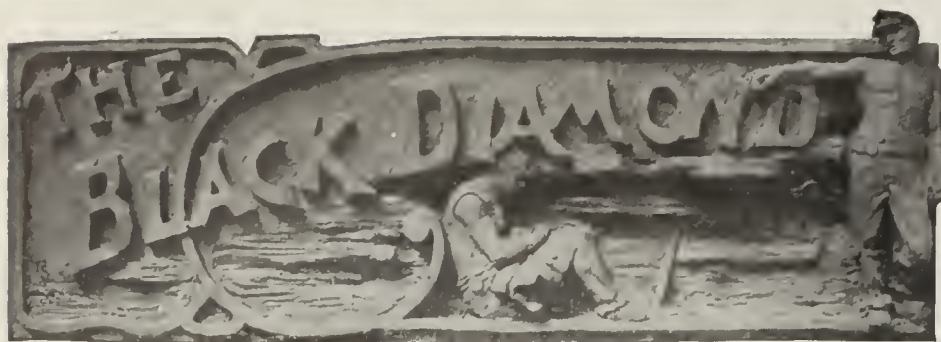
The Clinton Coal Co., whose main sales office is located in the Old Colony building, Chicago, is already working its two Crown Hill mines near Clinton, Ind., almost to full capacity, and is making preparations for the further enlargement of its business by sinking a third shaft but a short distance from one of its operating mines. The work of putting down this shaft has already progressed to a depth of over two hundred feet and it is expected that the vein to be first worked will be reached at a depth of about two hundred

and sixty-five feet, so that active production can be readily begun as soon as the top works are completed. Contracts have already been let and the material is being assembled for a steel tippie to be provided with shaker screens and all of the most modern devices which enter into the equipment of an up-to-date coal mine. At the same time many improvements are also being made at the two mines which are in operation, including the installation of four new sets of track scales.

The work of the state geological survey on the coal fields of Illinois is going rapidly forward. A large number of mines already have been visited, and careful samples taken for laboratory study, 160 such samples being now on hand. Director Bain recently visited the Livingston and La Salle county fields preparatory to making careful surveys. J. A. Udden is now engaged in working out the faults near Peoria which have been such a constant source of annoyance and expense to operators in that vicinity. T. E. Savage is making a detailed study of the Springfield mines. J. J. Rutledge has taken up an investigation of the coals of the East St. Louis-Belle-ville area, and F. W. De Wolf is about to begin work in Saline and Gallatin counties. His work, as also that of David White, who is making collections of fossil plants throughout the field, is carried on by the United States geological survey in co-operation with that of the state. Topographic surveys preparatory to next season's work are being carried on near Harrisburg, Marion, Herrin, Murphysboro, Trenton, Edwards-ville, Alton and Tallula.

About two weeks ago a family party consisting of Sidney Hostler, of the Hostler Coal & Coke Co., his mother, sister and the young son and daughter of his brother Charles Hostler, left Chicago for an extended automobile tour through portions of Indiana, Ohio and Michigan. When Toledo, Ohio, was reached the middle of last week Mrs. Hostler fortunately, as the event proved, left the party and returned home by train. Mr. Hostler and the young people continued the trip homeward bound, reaching the vicinity of Laporte, Ind., Sunday morning. While descending a steep hill just after a hard shower, which had washed out deep gutters on each side of the narrow road, the touring car suddenly skidded to one side and when the wheels sunk into the ditch it turned completely over, pinning Mr. Hostler and the two ladies to the ground and rendering them unconscious. Young Marvin Hostler, although badly cut by being forced head first through the plate glass front of the car was able to extricate himself. With great presence of mind the lad stopped the racing engine and then summoned aid from a nearby farmhouse. The other members of the party were still unconscious when the car was lifted from them, but soon revived and were taken to a house where they received immediate attention from a local physician. Miss Hostler was found to have sustained a fractured arm and collar bone besides external injuries. The other members of the party were all very badly bruised and cut. All were able to return to Chicago by train, but have since been confined to their beds by their injuries. Mr. Hostler going out for the first time on Thursday afternoon. The strong construction of the car's top is believed to have been all that saved the entire party from instant death and they are therefore congratulating themselves on their fortunate escape rather than lamenting the injuries which they received.





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**Important Contribution to the Literature of  
Coal Testing.**

On Wednesday evening of this week Mr. W. L. Abbott, operating engineer of the Chicago Edison and Commonwealth Electric companies presented before the Western Society of Engineers at its first autumn meeting, one of the most, if not the most important contribution which has so far appeared concerning the testing and valuing of coal. The experiments, which consisted of something like one hundred and twenty tests under a boiler, were made for the purpose of studying certain features, such as the effect due to variation in the size of coal screenings, the influence caused by various amounts of ash in coal, and the results due to carrying different thicknesses of fire on chain-grate stokers.

Numerous diagrams were presented in connection with the paper, which illustrated in a graphic manner the results of the various tests. One of

them shows the result caused when very fine slack, pea and nut coal are burned under the same conditions in different experiments. The results of these tests should be of special interest to people in the coal trade, because in some respects the work is much more important and comprehensive than that which has been done at the government coal testing plant at St. Louis. The feature of this paper which perhaps is of the greatest value, is that it shows why coal appears differently in service than as indicated by the calorimetric tests.

The interest attaching to this investigation is greatly enhanced by the high professional standing of Mr. Abbott. Through the courtesy of the author and of the Western Society of Engineers we are enabled to present this paper in full to our readers, with all the accompanying diagrams, several weeks in advance of its publication in the October number of the society's own *Proceedings*.

**The Question of Dispatch.**

In these days when every car should be made to accomplish the largest possible amount of work, the question of dispatch becomes a serious one. Every shipper and every buyer of commodities in car lots has it constantly impressed upon him that the great need for cars makes it essential that he should load quickly and should unload even more quickly. Lest he be negligent in these respects penalties are prescribed and vigorously enforced so that demurrage charges frequently figure as an expensive item in the record of a year's business.

From the way in which railway officials thus urge and enforce promptness on the part of their patrons the natural conclusion would be that similar promptness is exacted by them from their own employes all along the line. That this is by no means always the case, however, is readily apparent even to a casual observer.

The question of dispatch is one which should receive much more careful attention than it has in the past, for there is no doubt but what failure in this regard, while not the chief cause is nevertheless an important contributing factor in creating periods of car shortage. Shippers load promptly, but when loaded and started toward their destination cars are oftentimes altogether longer upon the road than is warranted. A case in point has come to our attention this week, that of a carload of special timbers for use at an Illinois mine, which was shipped from Oregon over three months ago; it has been repeatedly traced and yet at last accounts had only gotten about a thousand miles on its way eastward, with no possibility of shifting the responsibility because it has all of the time been in the hands of one company.

The records in the offices of every considerable shipper will show innumerable examples of precisely similar and equally inexcusable delays in transit, due to the sidetracking of cars at division or other points where they are allowed to stand indefinitely instead of being hurried forward to destination.

Nor is the loss in the effectiveness of the cars limited to slowness while in transit. It is one of the commonest of sights to see a car or string of cars stand upon a coal yard siding for several days after unloading is completed before it is removed by the yard engine, yet had the retailer been a few days late in getting the coal off the car he would have been charged demurrage "because he was delaying a car urgently needed elsewhere."

It is often and truly stated that modern railroad operation has been reduced to a science and to a fine art, but the most enthusiastic official will admit that perfection has by no means been attained. In illustration of this latter admission the question of dispatch is a subject most emphatically in evidence. Any system which will permit possible revenue-producers to be many per cent below full efficiency is a faulty system and needs rigorous overhauling. In all probability it will be found that the general rules governing dispatch are correct, and that the trouble and loss arises from flaws in the method of their administration, which permit negligence on the part of minor employes to pass unnoticed.

These facts are undisputable and are therefore commended to the consideration of those whose duty it is to conserve the interest of the railroads and of their patrons by reducing the losses from car shortage to a minimum.

THE STOCKHOLDERS of the Norfolk & Western Railroad Co. are to hold a special meeting to vote a thirty-four million dollar increase in capitalization and a bond issue of the same amount. In behalf of the operators on the line of this road, who are frequently caused heavy losses because of car shortages, we would respectfully but strongly urge that the purchase of several thousand coal cars would be an excellent way of investing a part of the proceeds from these bonds.



# Some Characteristics of Coal as Affecting Its Performance With Steam Boilers.\*

By W. L. Abbott, M. W. S. E.

Operating Engineer, Chicago Edison and Commonwealth Electric Companies.

The capacity and efficiency obtained with a steam boiler is the result of many influences more or less variable in character, and for the purpose of studying some of these influences, certain experiments were conducted in which coal screenings were used, the results of which are presented in this paper.

The apparatus employed in the researches to be considered consisted of two Babcock & Wilcox boilers, one being fourteen tubes high and eighteen wide, of approximately five thousand square feet of heating surface, fitted with a chain grate stoker of seventy-five square feet in area, which discharged the gases of the fire from under an ignition arch five feet long, immediately among the tubes of the boiler; this boiler was also fitted with a Babcock & Wilcox superheater having an approximate area of one thousand square feet. The other apparatus employed in one of the series of tests differed only in sizes; its boiler was twelve tubes high and sixteen wide, contained four thousand square feet of heating surface, provided with a superheater and served with a chain grate stoker of sixty-six square feet in area. Fig. 1 is a sectional elevation of the larger boiler.

The experiments were for the purpose of studying the following features and their influence with the particular apparatus used, and are presented in the following order:

Effect on capacity and efficiency due to coal of different sizes.

Influence of ash in coal on capacity and efficiency.

Effect of variation in size of coal screenings.

Results of different thicknesses of fire.

The experiments illustrated by the diagram (Fig. 2) consisted in the use of coal separated into various sizes by means of screens having the following square openings: 0.25, 0.50, 0.75, 1.0 and 1.25 inches. The coal was all from one lot, so that the different portions resulting from the screening process were necessarily the "same kind of coal," except

One result of its presence is to reduce the heating power, owing to displacement of combustible matter. Therefore, in this connection ash may be considered as a dilutant, and if this was the only result of its presence it would have no effect on heat efficiency secured through a

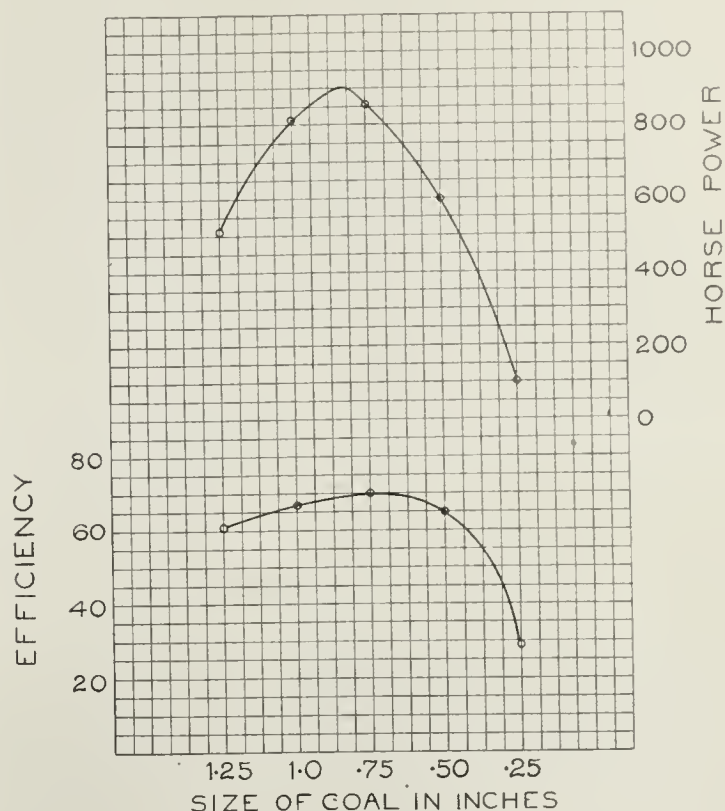


Fig. 2. Effect Produced in Steam Generation, by Coal of Varying Sizes.

boiler. A proportionately less amount of water would be evaporated by a pound of such mixture of ash and coal, of course, but efficiency would not be affected. If, however, ash acts in some other way as

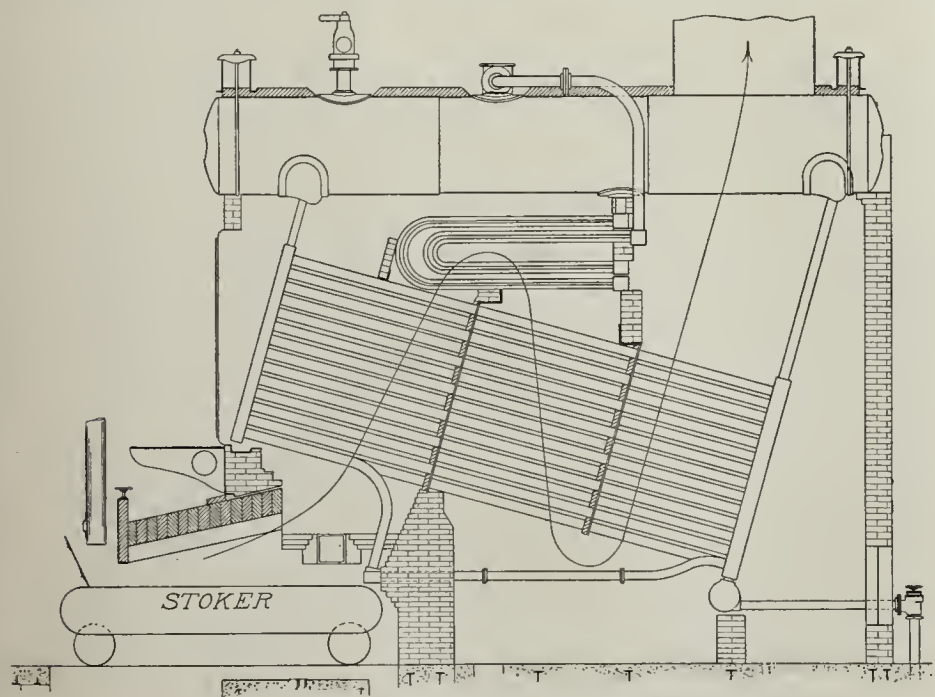


Fig. 1. Elevation of Boiler and Stoker Employed in the Experiments.

that some portions were uniformly larger and others smaller, and that the smallest, on account of its size, was higher in ash. As shown by the curves of efficiency and capacity in the diagram, five tests were made, each with a different size of coal. In all other respects, however, everything was equal; thus influencing conditions, except that due to size of coal, were constant. In this way, relative values for the feature studied were obtained as shown by the diagram.

It is well in this connection to give the percentage of ash in the dry coal of the various sizes.

Size of coal in inches.....	Square Screens.....		Ash in Dry Coal.....
	Through.	Over.	
Size of coal in inches.....	1.25	1.00	13.7
Size of coal in inches.....	1.00	0.75	14.0
Size of coal in inches.....	0.75	0.50	15.6
Size of coal in inches.....	0.50	0.25	20.8
Size of coal in inches.....	0.25	0.00	30.8

The high per cent in the smallest size is not due to ash in the coal itself, but to the fact that all of the fine sized foreign matter separated from larger coal, or which comes from roof or floor of the mine, naturally finds its way into this smaller coal.

## Influence of Ash in Coal on Capacity and Efficiency.

This diagram (Fig. 3) gives results of eighteen tests made to determine the effect of varying quantities of ash associated with coal.

\*A paper read before the Western Society of Engineers on Wednesday evening of this week, and to be published in the Society's Proceedings for October.

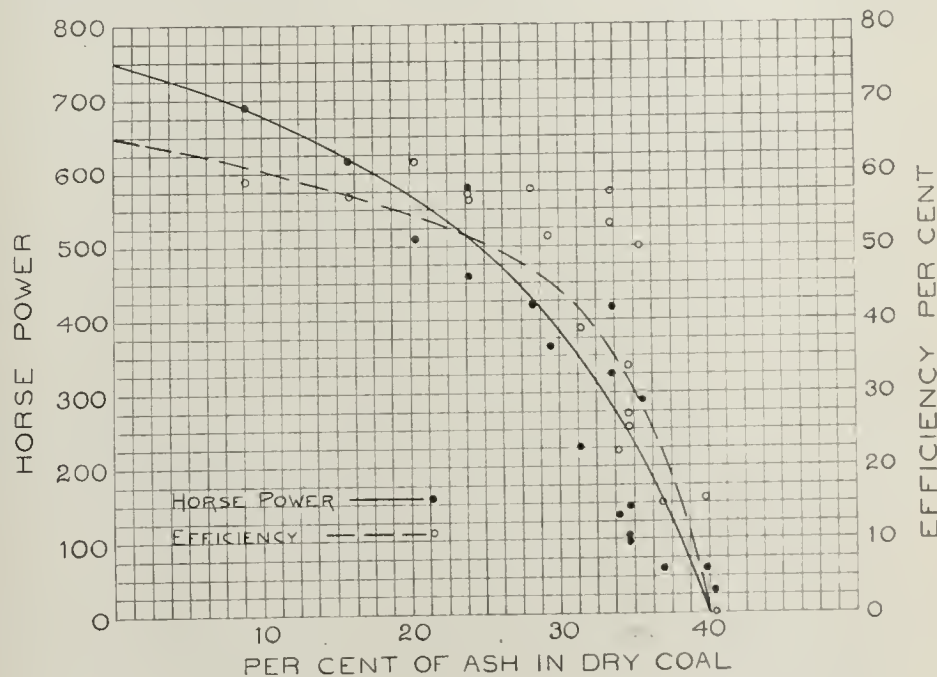


Fig. 3. Influence of Varying Percentage of Ash in Coal.

well, such as an obstruction to the combustion process, the effect of its presence is doubly harmful.

To insure that the result would not be affected by any influence other than that of the ash, special coal was used which came from the No. 7 seam, north of Marion in Williamson county, Ill. It was prepared in a Stewart washer and is known to the trade as No. 4 washed coal, a size made by passing over a screen having one-quarter inch round openings, and through one having similar one-half inch openings. Its composition is represented by the following:

Moist Coal:		Dry Coal:	
Moisture .....	7.18	Ash .....	8.90
Ash .....	8.23	B. T. U. ....	13,176
B. T. U. ....	12,191	Pure Coal:	
		B. T. U. ....	14,463



The test indicated by the two points showing highest efficiency and capacity was made with coal just as it arrived, or in other words, was of the composition shown by the analysis. Beginning with the test of the second day, a quantity of refuse from the stoker ash pits was added to the coal to be used. This refuse was first weighed and the large pieces broken up, after which it was thoroughly mixed with the coal in the required proportion and increasing amounts were added in each test which followed. This fuel composition was, of course, weighed as used and a sample of it selected for analysis in the regular manner.

It appears from the diagram that useful effect from the fuel drops to zero with forty per cent of ash, notwithstanding the fact that the other sixty per cent of the composition was pure coal. The fact should be emphasized, that although over half of the composition fed to the fire was fuel, it burned without producing any useful effect, for which there are two reasons; one, that on account of obstructed air supply

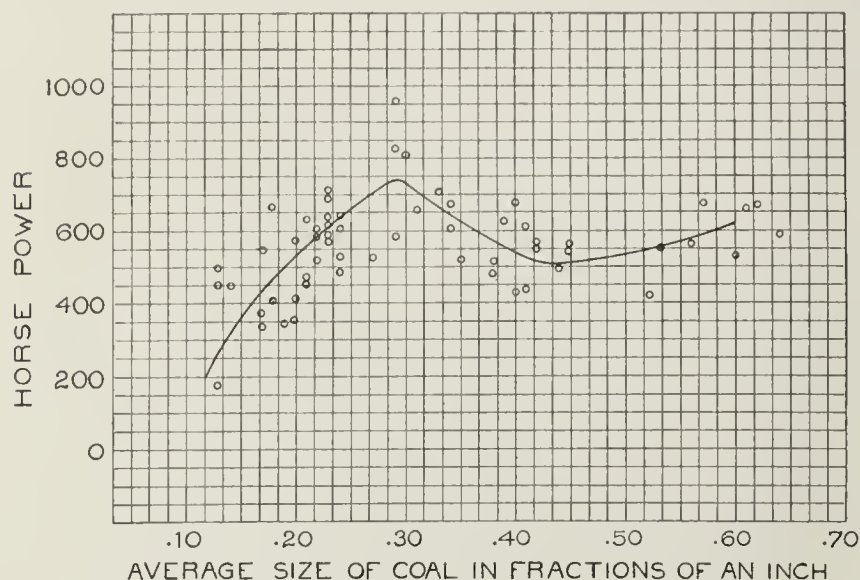


Fig. 4. Effect of Size in Coal Screenings on Capacity Produced.

through the fuel bed, incomplete combustion and escaping hydrocarbons carried away a portion of the heat, because the gases passed immediately among the tubes of the boiler. The other is, that owing to the presence of an excess of ash, the percentage of fuel on the rear portion of the grate is greatly reduced. On this account a larger proportion of the air passing through the fuel bed does not combine with the fuel, but enters the furnace as free air. As the prime function of a furnace is to heat the gases passing through it, any increase in the amount of air entering the furnace without a corresponding increase in the amount of fuel burned must result in a lowering of the furnace temperature.

This lowering of temperature, besides making a long, smoky flame which reaches up among the boiler tubes and is there chilled to below the burning point, also reacts on the fuel bed, reducing the rate of combustion and still further increasing the adulteration of the furnace gases with free air. When the temperature of the furnace has been thus re-

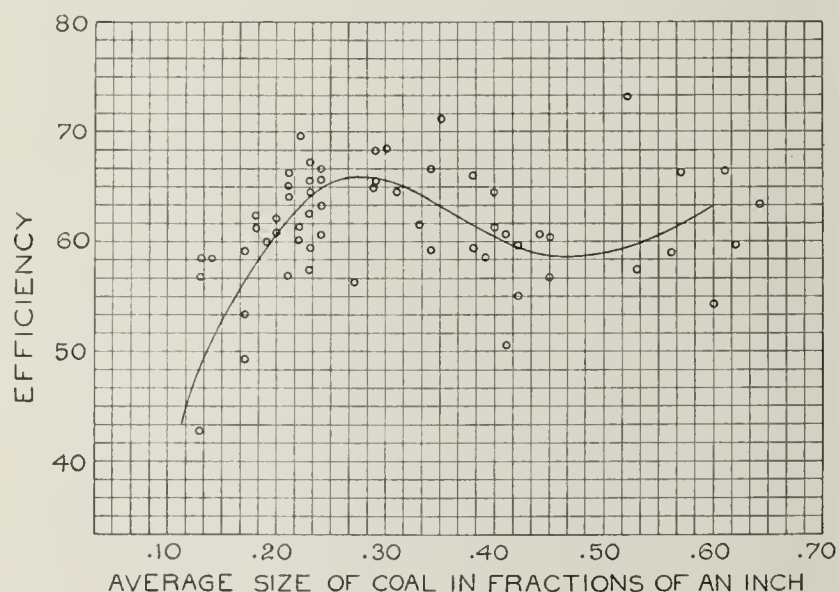


Fig. 5. Effect of Size of Coal Screenings on Efficiency Produced.

duced to about six hundred degrees Fahrenheit the boiler is unable to absorb any more heat than is necessary to make up for radiation losses.

It will be observed that the points on the diagram do not fall in symmetrical order. This is particularly true of ash percentages of about thirty-four, which may be explained by the refuse used in these tests being probably of a more fusible character than with others. These tests with the ash composition were made with the smaller boiler above mentioned.

#### Effect of Variation in Size of Coal Screenings.

In Illinois and Indiana, coal not sold as mine-run is separated largely as lump and screenings, and such screenings furnish about ninety per cent of the stoker fuel used in Illinois.

The diagrams (Figs. 4 and 5) illustrate the result of sixty-two tests. With each size of coal as measured by screens with square openings ranging in dimensions from 0.25 to 1.50 inches, advancing by 0.25 inch, and the average sizes of coal as shown at the base of the diagrams, were calculated from sizing tests made with these screens, and represent the dimension in fractions of an inch of openings in a screen which would allow one-half of the coal to pass through and the

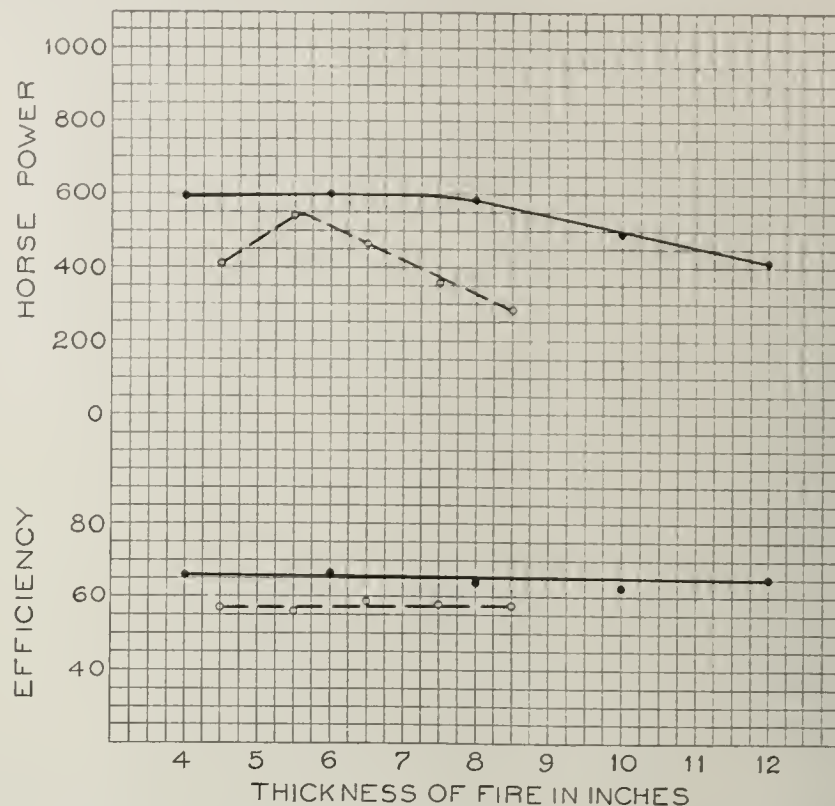


Fig. 6. Showing Uniform Heat Efficiency With Varying Thickness of Fire.

other half to go over the screen, and it is this that is designated as its average size.

In diagrams, Fig. 4 shows the effect produced on horse-power output owing to this variation in size of the coal, and Fig. 5 illustrates the resulting efficiency from the same cause and for the same tests.

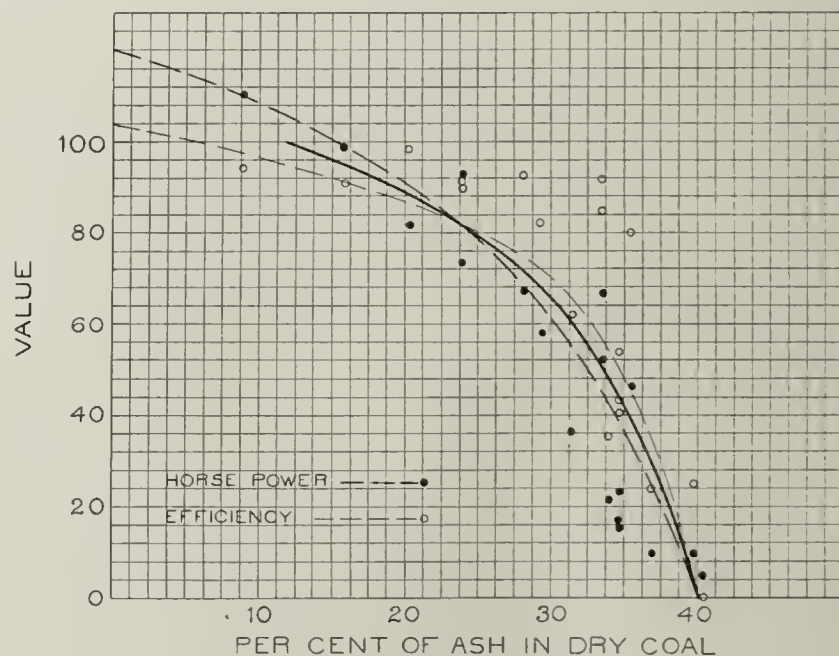


Fig. 7.

The curves for both efficiency and capacity drop midway between the tests with both small and large coal. This is a peculiarity which may be explained as follows: Performance becomes better as the size of coal increases, until a point is reached when the quantity of large pieces becomes so great that there is not enough fine material to properly close the interstices between, with the result that performance drops off, due to excess of air, until a condition is reached when all of the pieces of fuel approach uniformity, when, owing to greater agreement in size, they fit together better, and in a measure produce a homogeneous mass similar to that secured by the fine dust filling the spaces in the fuel bed in the first case.

The presence of fine dust in excess is a great and important source of trouble. Referring to Fig. 2, coal through a 0.25 inch square screen produced only 108 horse-power, yet a size of fuel known in Illinois as No. 5 washed coal, which will pass through a 0.25 inch round hole (to a smaller aperture than the square opening) will produce as high as six hundred horse power under the same boiler. It is true that the lower ash content of the washed coal has a considerable in-







tubes, it is always most economical to produce as large a volume of smoke as possible with the coal being used. With boilers of fourteen tubes in height, the conditions are different, because such boilers are more efficient.

With an ideal boiler the final temperature would be the same as the atmosphere, therefore an unlimited excess of air could be used without causing heat loss. No practical boiler can, of course, be an ideal one, but the Babcock & Wilcox type of fourteen tubes high approaches much nearer to it than does one of nine high, and for that reason is more efficient, and in this connection is quite unique, as Fig. 6 will show.

The curves of efficiency in this diagram illustrate a constant heat efficiency produced through the boiler for a full working range in thickness of fire, insuring not only maximum excess of air, but incomplete combustion loss as well, yet efficiency remained uniform, and the only opportunity for the "skillful" and "intelligent" fireman is in selecting that thickness best suited to capacity requirements.

The coal used in these two series of tests

facts may be averaged and treated as a single value, the problem is much simplified.

Inspection of diagrams Figs. 4 and 5 shows that resulting capacity and efficiency are approximately the same, and that the condition of fuel which results in a high efficiency also produces large capacity. This makes it possible to assign two values to the fuel, one applying to ash content, the other to its size, each of these values embracing efficiency and capacity as a unit.

In placing the effect due to ash in shape for use in preparation of table B, diagram Fig. 7, which is a reproduction of Fig. 3, has a heavy curve drawn midway between those of efficiency and capacity. This average curve represents the value of the fuel as far as ash is concerned, which appears to be one hundred per cent, with twelve per cent of ash in the dry screenings, and, according to this, value could be greater than one hundred per cent, but twelve per cent represents an average minimum ash content for coal screenings in Illinois and Indiana at the present time, therefore such fuel is the best obtainable, and for

which helps to corroborate the conclusions of Figs. 4 and 5.

In coal inspection service, it is quite essential that the tests be simple and few in number, but determination of the average size requires that several screens be employed, involving a large amount of work, as well as difficult calculation, and for this reason there is great advantage in using but one screen. The 0.25 in size having received more or less favorable consideration, in working out a scheme for its use in connection with table B, all of the tests which showed a capacity below 575 horse-power were taken. With these data Fig. 12 was prepared. The average ash in the dry coal for these tests was eighteen per cent. A curve representing values for this ash content, and also for standard ash of twelve per cent being drawn, the latter curve gave values for use in table B. The quantities of coal were transposed from that through the 0.25 inch square to a 0.25 inch round screen. Thus the final result for ash shown by diagram Fig. 8 and that for size by diagram Fig. 12 furnished data used for calculating the final combined values in table B, from which it appears that screenings, having twelve per cent of ash

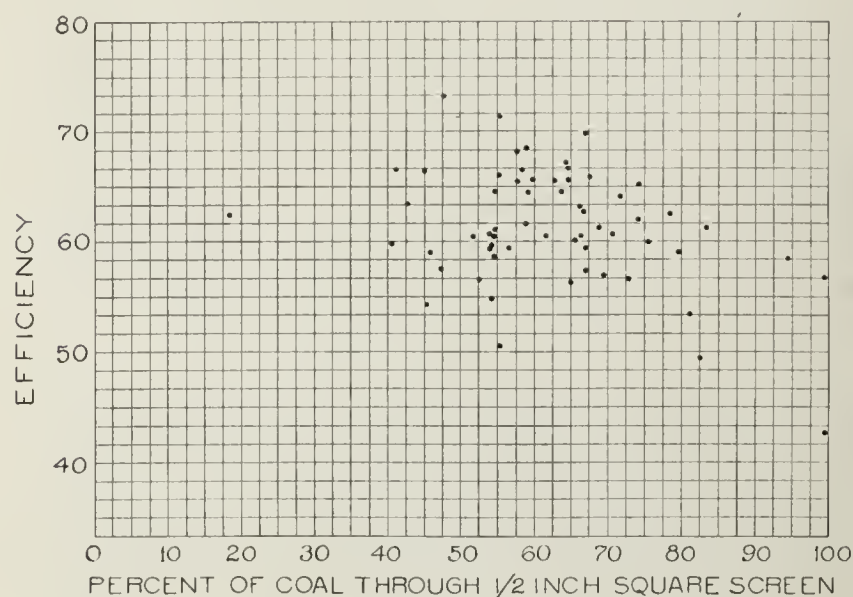


Fig. 11.

was very uniform in size and ash content, and for these reasons was well suited to the purpose of the experiments. In the series with thickness of fire, from 4.5 to 8.5 inches, what is known as No. 5 washed coal was used, a size which passes through a screen having round openings 0.25 inches diameter. With the other series and a larger range in thickness, washed screenings were employed.

#### Table Showing Value of Screenings.

Table B gives values in one figure for screenings containing different percentages of ash, and of variation in size as measured by that portion passing through a 0.25 inch round screen. The following detailed statement explains how this table was prepared:

The value of coal screenings is affected by four variables, which are heating power, moisture, ash and size of the pieces of coal. Heating power in Illinois and Indiana of the pure coal—in other words, free from ash and moisture, the real coal—ranges from 13,800 as the minimum to a maximum of 14,500 B. T. U. per pound, and moisture from about nine to fourteen per cent. These two characteristics, however, are of minimum importance, as either can affect the result by only a comparatively small amount. With the other two features, amount of ash and size of the pieces, each may exert an influence of such moment that they cause the fuel to be valueless. Thus, in fuel inspection service it may be necessary to test only the latter characteristics, therefore Table B is based on variation in per cent of ash and on size of the coal, moisture and heating power being assumed as constant.

The fuel in service under a boiler produces two results, one of efficiency and the other of capacity, and capacity, or in other words, quantity of steam produced, is a matter of great importance. Therefore, if these two ef-

this reason may have a value of one hundred per cent assigned to it.

Thus, Fig. 8 contains a curve showing value taken from Fig. 7, and without the complication of curves and points in the latter, and ash values were taken directly from it for use in the compilation of table B.

The feature of size is a more difficult problem than that of ash, as the following will show. After the tests represented in diagrams Figs. 4 and 5 (sixty-two in number) were finished, Fig. 9 was plotted, using percentages of coal through a 0.25 inch square screen. The diagram for efficiency only is shown, because that for capacity gave no different result. It is apparent that the arrangement of points fails to show any harmful effect due to presence of excessive quantity of fine dust. The fuel used in these sixty-two tests was ordinary screenings, containing varying amounts of ash, and to ascertain if this variable ash content could be the cause of failure of Fig. 9 to show harmful effect of fine dust, individual tests were used in the plotting of Fig. 10, the ash content for the tests shown by any one of the curves being constant, while the size as represented by the percentage through the 0.25 inch square screen varied. The result of this analysis made it appear that the presence of finer sizes was sometimes harmful, and in other cases beneficial. The scheme of average size was then adopted and employed, with the result shown by diagrams Figs. 4 and 5, described in the first division of this paper, and as a check on the conclusions of these two diagrams, Fig. 11 was plotted, based on percentages through a 0.5 inch screen. With 1.25 inch screenings, this size is nearer to the general average than that of 0.25 inch, and it is apparent that a curve may be drawn through the points which will show a falling off in efficiency or capacity with increase in quantity of fuel through the 0.5 inch screen

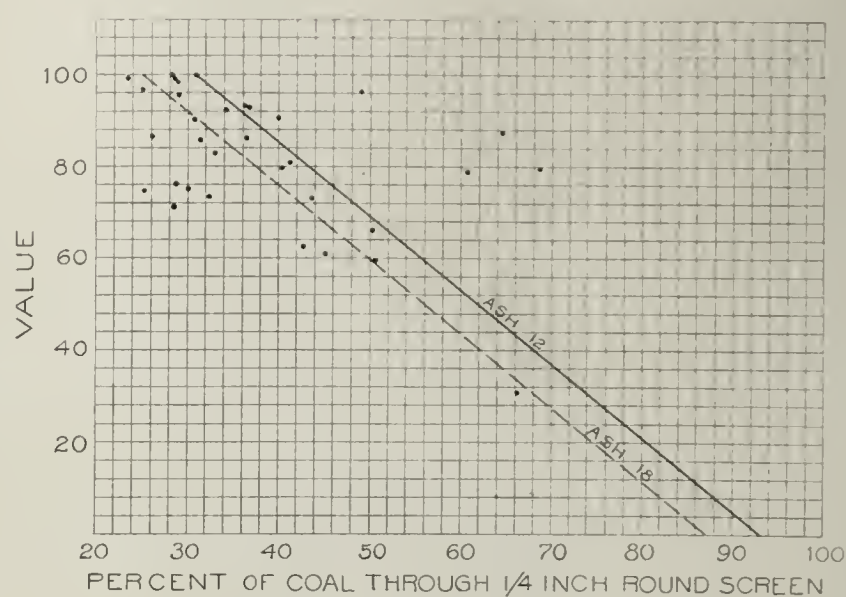


Fig. 12.

or less, and of a size that no more than thirty-one per cent will pass a 0.25 inch round screen may be considered of one hundred per cent value, or in other words, sufficiently good for the purpose.

Basing conclusions on the measurement given by any one screen is arbitrary, as four points in diagram Fig. 12 indicates, therefore, while table B may be depended on to identify all of the coal containing an excess amount of fine sizes, it will, in a few cases, condemn satisfactory fuel.

This paper does not presume to lay down the ultimate laws by which fine coals may be graded in value, but rather to point out the fact that such laws, although at present obscure, do exist, and that our conclusions drawn from numerous tests are as herein indicated.

During the year 1905 there was produced in Illinois and Indiana about fifty million tons of coal, forty-eight per cent of which was one and one-fourth inch screenings, and although it was not in every case separated from the lump, we can truthfully say that this forty-eight per cent, or twenty million tons of screenings, was sold at the mine at an average price not to exceed two-thirds of its cost of production, and this same fine coal was used for making steam at an average efficiency of less than fifty per cent.

These two facts are sufficient warrant for further investigation of this little known subject.

Among the large number who took part in the discussion following the reading of Mr. Abbott's paper were the following: Prof. L. P. Breckenridge, of the University of Illinois; W. T. Ray, of the United States geological survey's coal testing plant, St. Louis; A. Bement; F. L. Jefferies, of Sears, Roebuck & Co.; Edward H. Taylor, of the Fuel Engineering Co.; W. A. Shaw, city engineer; Robert H. Kuss, of the City Club; George H. Lukes, of the North Shore Electric Co.; W. A. Holley, general freight agent, Chicago, Burlington & Quincy railway; T. C. McArdle, and J. Gilmore.



## New Coal Corporation in Columbus.

The Capitol Coal & Coke Co., the latest corporation to enter the ranks of the coal operators of Columbus, Ohio, has valuable connections in the Ohio, Pennsylvania and West Virginia fields and will be one of the prominent factors in this market, owing to the personnel of its organiza-

resident of Columbus, and without letting go of his interests elsewhere, will give practically his entire attention to the new company.

C. S. Binns, the vice-president, is also a practical coal man of long experience in the Hocking Valley field, dating from 1887, when he entered the office of the Ohio & Western Coal & Iron Co., Columbus, in the capacity of stenographer. In 1891 his services were claimed by the Columbus & Hocking Coal & Iron Co., where he worked his way up through various positions, his exceptional abilities winning him the important place of manager of sales, in 1904, which office he has just resigned to become a member of the Capitol Coal & Coke Co.

Mr. Binns enjoys the distinction of having served through five administrations in the Columbus & Hocking Coal & Iron Co. He is one of the best known and most popular of the younger coal men of Columbus, and brings with



A. B. Willson.



C. S. Binns.

tion and its ability to take care of all kinds of trade.

A. B. Willson, the president, has been an active and successful operator for the past ten years. His first connection with the trade began at Belle Vernon, Pa., his native state, where he organized the Willson Coal Co., of which concern he is still treasurer. The manner in which this company was developed under Mr. Willson's efficient management warranted him in extending his field of action, and in March of the present year he formed a new company which took over the holdings of the Antler Coal & Coke Co., in the Pocahontas territory of West Virginia.

This enterprise safely launched, Mr. Willson, realizing the advantages of Columbus as a base for coal operations, located here, and at once prosecuted his plans for organizing the Capitol Coal & Coke Co., of which he was made president and treasurer. Mr. Willson has become a

him to the new company a large element of strength.

Messrs. Willson and Binns, together with F. A. Prendergast, J. A. Henchey and W. H. Henchey, form the board of directors. The company has modern quarters in the Columbus Savings & Trust building, Columbus, Ohio.

## Pennsylvania Ry. Reduces Holdings.

From the offices of the Pennsylvania railroad in Philadelphia announcement has been made of the sale by that corporation of four hundred thousand shares of its holdings in Baltimore & Ohio railway stock, and one hundred and sixty thousand shares of Norfolk & Western stock, the purchaser being the banking house of Kuhn, Loeb & Co., of New York. By this sale the Pennsylvania's holdings in each of the other companies is reduced to about twenty per cent of the total stock of each.

The resignations of Messrs. J. B. Thayer and W. H. Barnes, of the Pennsylvania directorate, from the Norfolk & Western were announced several weeks ago, and it is likely that there will now be retirements of Pennsylvania representatives from the Baltimore & Ohio board.

The Pennsylvania's holdings in the Baltimore & Ohio amounted on December thirty-first, 1905, to a par value of \$21,480,000 preferred and \$30,293,300 common; in the Norfolk & Western to \$20,330,000 common and \$5,500,000 adjustment preferred. This represented approximately forty per cent of the stock in each company. Through these holdings the Pennsylvania exercised an in-

fluence which was generally regarded as practically a control.

During the past few months there has been considerable criticism of these holdings. The interstate commerce commission, by virtue of a resolution introduced by Senator Tillman, has been investigating the relationship of these various railroads, and it was predicted some time ago that the Pennsylvania would retire from its position with these companies.

The official statement announcing this important step is as follows:

"The Pennsylvania Railroad Co. announces that it has sold a part of its holdings of Baltimore & Ohio and Norfolk & Western shares. These stocks were purchased some six years ago for the purpose of establishing such relations with the managements of those properties as would incline them to join the Pennsylvania Railroad Co. in an effort to do away with secret rebates and preferences, all of which was set forth in the annual report of the directors of the Pennsylvania Railroad Co. to the shareholders in March, 1900.

"The desired result having been fully realized,

and the management entertaining no fears that the railroads of the country will ever fall back into the old practices, the directors of the company had thought it wise to reduce its ownership in these companies, which has been done by selling approximately one-half of its holdings in each to Messrs. Kuhn, Loeb & Co.

### Bows to Public Opinion.

"On account of the allegation, repeatedly made, that the company was seeking to control the tidewater bituminous coal traffic, the directors have taken this action in deference to the present state of public opinion upon such matters, although there was no foundation for the charge, and although it was confidently believed that the company was entirely within its legal rights in purchasing and holding these stocks.

"In President Cassatt's annual report of March, 1900, referred to in the foregoing statement, the purpose of the Pennsylvania in acquiring such a large interest in the Baltimore & Ohio and the Norfolk & Western was attributed to the increasing chaos in the railroad freight situation. He said this was due to the apparently uncontrollable conflict between the railway companies and between rival communities.

"In other words, rebating and discrimination were rampant.

"'But,' said President Cassatt at that time, 'it is believed that by earnest and united efforts the difficulties in the way may be met and overcome. With this end in view, and to establish closer relations between the managers of the trunk lines, it has seemed wise to your board to acquire an interest in some of the railways reaching the seaboard, and to unite with the other shareholders who control those properties in supporting a conservative policy. This will, it is hoped, result in securing reasonable and stable rates and do away with unjust discriminations that are the inevitable results of the course that has been heretofore pursued.'

"After these stocks were purchased conditions rapidly improved in the railroads involved, so that Baltimore & Ohio soon became a very profitable property. The purchases of the Pennsylvania were strenuously defended as being justified by the event, even though there was a good deal of criticism of the step at the time.

"It is regarded by the Pennsylvania interests that the passage of the rate bill by the last congress has forever made impossible a recurrence of the ruinous practices which, in President Cassatt's judgment made absolutely necessary the purchase of large interests in the southeastern coal roads. Therefore, it is felt that the sale of these properties does not involve the likelihood of the same issue having to be met again.

### Terms of Sale Not Announced.

"The Pennsylvania Railroad Co. does not announce the terms of the sale to Kuhn, Loeb & Co. It is understood, however, that the transaction will not involve the railroad company in any loss of revenue from the dividends on the stocks sold, for the money realized will be utilized to meet the capital requirements of the company during the next two years. In his statement announcing the French loan Mr. Cassatt had this to say of the future necessity of the company as to capital:

"'The company will not, as far as can now be foreseen, have to meet any large capital requirements for some years beyond what will be necessary to pay off the fifty million dollars of notes maturing November first, 1907, and to provide the money needed after the close of this year to complete the New York terminals. This expenditure, which will be extended over the years 1907 and 1908, is estimated at forty million dollars.'

"The sale of these stocks, therefore, is regarded by the Pennsylvania as a deference to public opinion in reference to the ownership of the coal roads and as largely reducing the company's necessities for new capital during the next few years."

It is believed that within the next thirty or sixty days the Pennsylvania system will announce the sale of a further large block of Baltimore & Ohio stock and that through the Baltimore & Ohio, it has sold, or is preparing to sell, a considerable part of its interest in the Reading railroad.



## Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
New York, September 6.

The feature of the week has been the issuing of the fall circular prices on anthracite coal, both at wholesale and retail, which became effective September first, placing it on the winter basis. There will be no change from the following figures during the remaining season—f. o. b. New York harbor shipping ports: Broken, \$4.75; egg, \$5.00; stove, \$5.00; chestnut, \$5.00; pea, \$3.00; buckwheat No. 1, \$2.50; at retail, Manhattan, \$6.25 and the Bronx \$6.50. The retail price will remain in force until December first, when, following the custom of past years, twenty-five cents will be added to cover the additional expense in delivery caused by heavy carting.

### Some Revival in Retail Trade.

With the return during the past week of a large number of people from the country and seashore, where they had been taking a vacation during the heated term, and who look upon September as the time to get back to take up their various duties, an incentive has been given the trade to more closely apply itself to business with a view of increasing it as the season now advances. That the result of the resumed interest will be the development in larger proportions of the trade that is general at this time, is anticipated, and in a measure is indicated by the increased business transacted during the several months past over previous seasons.

The movement of tonnage from the mines, while not large at the moment, must very shortly feel the effects of greater requirements by the consuming interests that have returned, and is expected to show a steady improvement from now on.

### Anthracite Trade at Tidewater Quiet.

The trade at tidewater is quiet, though this is to be expected when it is considered that all buyers who were in a position to take on any more coal at near the close of last month, placed orders in such an amount as to fill up their storage capacity. Until some of these stocks are distributed to the consuming interests there will be no incentive to make further purchases. These may not be of a character to make it sufficiently effective before several more weeks. It is understood that in order to meet this temporary lull in the demand the producing companies are regulating their shipments from the mines accordingly, and in some instances were closed down before the end of the week preceding Labor day, to give the men four days' rest. The Philadelphia & Reading Coal & Iron Co

closed its entire operations on Saturday last, to remain idle for a week, resuming work on the tenth, though other operators do not apparently find it necessary to restrict for that length of time, preferring to cut down from week to week as conditions call for it.

### Effect of the Car Situation.

The car situation in most cases is also an important factor in keeping down the production, as with the slower movement of coal to the various distributing territories the delay in getting cars unloaded for use at the mines takes longer than usual. The demand for shipments to the west, both all-rail and by water, has fallen off considerably since full prices have gone in effect, though it is believed that the trade in those localities is fairly well supplied. At least there seems to be a dullness in connection with it that would warrant the belief.

Steam sizes of certain grades are in good demand, with the supply of them limited by the smaller production, causing a shortage of these grades for furnishing the current requirements. In instances shippers are obliged to pick up from stock the quantity needed. This, however, is not desirable in the case of these coals, which are the most popular with consumers, and are sure to be in greater demand later on. The finer sizes, such as barley and No. 3 buckwheat, are in good supply, with less demand for them, owing to their not being strong enough to produce all the steam requirements under certain conditions and so making it necessary to add a proportion of the larger steam grades. This mixing becomes more essential in cold weather and buyers are in consequence taking comparatively larger allotments of the coals having the higher efficiency for steam producing.

### Fair Movement of Bituminous Coal.

The Atlantic seaboard bituminous coal trade is showing a fair movement of tonnage on the standard steam grades to certain localities, while at other points it continues to drag and is generally listless. This status at the latter points is evidently still due to the large quantity of coal put in stock before the present season opened, yet the time for its depletion is now at hand and indications of it must come very shortly. There is also a disposition to delay on the part of the consumers who did not contract for their supply of coal during the current year, having in mind at the time when contracts are usual, their heavy spring investment in coal stocks, and preferring to hold over until they became exhausted. Although they see the need of laying in stock now, these people are still inclined to hold back on

their ordering because of the advanced prices, based on the increased cost of labor at the mines, taking the view that lower figures may yet be obtained, but in this respect they are likely to be disappointed unless they are willing to buy the poorer grades.

Some new business, however, is coming into the hands of shippers, which is mostly favoring the higher grades in completing contracts, as many consumers have still in mind the unsatisfactory results they obtained with the poorer coals during the four months' strike. Producers of the higher class seem to have enough trade assured to keep them busy for the balance of the season. Indeed there is some restriction upon current shipment because of the shortage in the available supply of cars, which is seriously hampering some mining regions in not permitting of forwarding the amount of tonnage that is in demand.

### Market Least Active at New York.

The least active market is apparently at New York, this trade showing less improvement than probably any of the other localities. The excess of tonnage lately sent here has had a tendency to demoralize things generally, with many shippers laboring under embargoes because of the delay in moving the coal from the loading piers, which also has its effect upon prices, often necessitating a reduction to suit a prospective buyer, where there can be little if any profit in the transaction and when loaded in boats the cost in cases of delay frequently exceeds the value of the cargo.

Trade in the far east shows no material improvement in the demand, though the outlook is for better things and it would not be surprising to see quite a revival a little later on. It is rather expected of this market that when they realize the shortage of cars and possibly higher ocean freights orders will come in with a rush, naturally delaying those who have waited longest.

There is slightly more business to be had at the sound ports, and shippers are giving more attention than in months past. The all-rail trade is comparatively the most active and is taking a considerable amount of coal. Prices on this business is well maintained.

### Vessel Market Is Strong.

The vessel market is strong, with bottoms of all kinds scarce, and unfavorable weather would accentuate the situation. We quote current rates of freight from Philadelphia to Boston and Portland, 65@70c; Salem, 70@80c; Lynn, 80c; Newburyport, 85c; Bath, 75c; Bangor, 80@85c; Portsmouth, 70@75c; Saco, 90c and towage; Gardiner, 85@90c and towage; sound, 55c.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, N. Y., September 6.—(Special Correspondence.)—Anthracite sales agents, confident of an increase in business as the cool weather of early fall begins to make its presence known, are getting matters in shape to successfully handle all the trade that comes their way. There is really only one serious drawback in sight at present—the almost certain shortage of rolling stock likely to be available in bringing coal from the mines. There has been no diminution in the producing activity of the mines, for the demand has kept up fairly well, the eastern market furnishing a ready outlet for the output which could not be taken care of by the lake and western rail trade.

So far as lake shipments are concerned, August made a great record, the total being far in excess of any preceding month of the present year, and nearly a hundred thousand tons heavier than during August of 1905. As follows was the total, together with the forwarding of each month for the season to date: April, 322,751 tons; May, 51,775; June, 256,556; July, 320,026; August, 471,627. Total for season, 1,422,735. In August, 1905, the total of lake forwarding was 382,000 tons and the total for the season to September first 1,623,945 tons. These figures show that the season of 1905 was 201,210 tons better to the first of the present month than this year. Present outlook points to the probable equaling of

last season's record before the close of navigation.

For the past seven days there has been a slight falling off in shipments by water, but there has been no apparent cause beyond the natural scarcity of tonnage, owing to the heavy clearances of coal-laden vessels in the last week of August, and the delay in unloading as result of Labor day. Total shipment for the week was 72,230 tons, distributed as follows:

DESTINATION.	TONS.	DESTINATION.	TONS.
Gladstone .....	500	Duluth .....	7,800
Green Bay .....	1,650	Superior .....	8,200
Chicago .....	19,800	Milwaukee .....	17,100
Milwaukee .....	2,000	Sault Ste. Marie..	3,100
Toledo .....	850	Sheboygan .....	3,400
Fort William .....	6,900	Racine .....	930



Falling off in forwarding from the mines during the past few days may be in a measure attributed to the double holiday, Labor day falling on a Monday. Of course the effect continues for the balance of the week to an extent. There has not, however, been any appreciable delay to coal carriers on the lakes, as the boats held up at docks by the holiday season have been for the most part vessels which only carry ore.

Reports from the Allegheny valley indicate that the general condition is much improved during the past week. During August, especially for the latter part of the month, there was quite a falling off in the demand for this grade of bituminous coal. So extensive was the reduction that it necessitated closing some of the mines and the shortening of hours at the balance. For the past week, however, orders have been coming in in a satisfactory manner and the outlook for a good fall trade is very promising. Prices of bituminous remain fair under existing conditions. One dollar a ton at the mines for mine-run is the ruling tariff.

There was quite an amount of coal in Buffalo on August twenty-eighth, when the new freight tariff regulations went into effect. This necessitated selling of much of this coal at a sacrifice, in order to release the cars and enable the holder of the coal to escape demurrage charges. This of course had some effect in lowering the local price.

There is, however, a strong demand for Pittsburgh coal in gondola cars, in fact the demand far exceeds the supply, and dealers are finding no difficulty in getting from \$1.25 to \$1.40 for this grade. Hopper coal is being sold at about ten cents per ton less than the price demanded for coal in gondola or flat bottom cars. Local dealers say the question of gondola cars is going to be a serious problem in the near future, as some roads have either abandoned gondolas entirely or are placing so small a portion of their equipment in this grade of cars that the demand of the times makes it a hard proposition for most of the dealers to handle in the specified time the amount of coal consigned and be free from the car service tax. Requirements of the trade call for gondola cars, for the great majority of the dealers are unable to handle or unload the big steel hoppers, which carry fifty tons or more. The trouble and expense of unloading such a car is too great. Unless the railroads take some action in providing cars for the trade requirements it is bound to throw considerable tonnage to private lines with private equipment, or to those roads which can meet the requirements of the smaller trade.

W. P. Bonney, sales agent of the Pittsburgh & Erie Coal Co., was a visitor in this city yesterday.

## The New England Coal Trade.

BOSTON, MASS., September 6.—(*Special Correspondence*.)—The demand for anthracite coal in this market since the first of the month has been exceedingly quiet and is merely incidental to the season, with no great prospect for an early improvement in sight. Even with the vacation season over in another week or two, it is doubtful whether there will be enough interest manifested in the question of coal upon the householders' return to benefit the trade as materially as is expected by the selling interests. With every assurance that the conditions surrounding this industry are favorable to a constant supply at staple prices over a long period of time, there is little justification for anticipation of any decided increase in the demand while the warm weather lasts. While it is believed that consumers are not as fully supplied this year in necessary to equal the custom of former years, yet they seem to be more indifferent to their future requirements.

Some orders are still available for shipment to the shoal water ports, with a demand for coal for the further eastern inland points, to be transferred at the discharging ports having railroad connection for delivery all-rail to them. This outside of the little business picked up here and there, is about all the trade that is being done by water transportation and a number of the barges used in this service are being tied up temporarily.

Frank S. Love, sales agent of the Besemer Coal & Coke Co., of Johnstown, Pa., was in Buffalo for several days this week.

Clark H. Roberts, of the firm of E. L. Hedstrom Co., of Chicago, has moved his family to that city, to take up his permanent residence.

The temperature yesterday and today has favored the coal men, being cold enough so that some of the large office buildings had the steam turned on for the comfort of their tenants.

When the Canadian retail coal dealers were taken to Scranton by the Delaware, Lackawanna & Western on the occasion of their annual outing last July among the invited guests was Rev. Edward E. Helms, D. D., of this city, the pastor of the church with which Mr. Russell's chief clerk, Mr. E. H. Read, is connected. "The boys" unanimously agreed that Dr. Helms should be "the chaplain" of the association while on the trip, although some of the party suggested that what the association needed was not so much a chaplain as the other kind of a fellow who could do its swearing when the dealers got back to business.

"The chaplain" made many notes of what he saw, asked questions of everybody, got an assorted lot of information, and last Sunday evening at his church, Plymouth Methodist Episcopal, delivered a very interesting discourse upon the subject, "The Gospel of the Coal Mines." A large audience was present, including many coal men, among whom were General Northern Sales Agent D. E. Russell, of the Delaware, Lackawanna & Western, and D. L. Tuttle, sales agent of the Philadelphia & Reading. To the evident surprise of most of the coal men Dr. Helms quoted the following text from the bible as a basis for his address: "And there shall be no coal to warm at." (Query: How many coal men knew it was in the good book or can tell where this is found?) He pictured the devastation, despair and death that would follow the ushering in of such a condition of affairs, and called the attention of his audience to the essential fact that not until the coal was used was it transformed from a black dirty substance to a bright, beautiful glowing object, of use to humanity in many ways—furnishing heat, light and comforts to myriads of homes and millions of people and power to enterprises without number, the world over. He urged his hearers to convert inert energy into actions and actions into accomplishments for the good of mankind. The entire discourse bristled with many telling points drawn from the experiences of the trip to the mines which were thoroughly appreciated by the large audience, and if it had not been Sunday evening rounds of applause would certainly have been bestowed upon the speaker of the evening.

### Practically No Change In Bituminous.

The all-rail requirements in the New England territory is reduced from what it has been in the past two months, evidently holding off, now that winter prices are in force, until stocks are depleted to an extent where additional shipments will become necessary.

There is as yet no material improvement in the demand for bituminous coal, though in some directions there seems to be an awakening up to present conditions, which is producing a few more orders. The sentiment in regard to the dilatory demand in this territory is that consumers who have delayed in securing any additional tonnage to replenish old stocks are getting very close to the bottom of their coal piles, and when the need arrives there will be an acute revival of the trade, possibly to an extent where the business offered will exceed the present facilities for shipment. In figuring on future deliveries by water transportation there must be taken into consideration the fact that both cars and labor to operate the mines to their full capacity are already inadequate to meet the current requirement of other more active localities, while the vessel market is also a factor in the increased cost of later delivery with the probability of craft being very scarce, thereby causing delays in the movement of coal, that are entirely beyond the

control of the producer. Freight rates are quoted from the lower ports to Boston at 65 to 70 cents, with Baltimore about 5 cents higher.

## The Philadelphia Coal Trade.

PHILADELPHIA, September 6.—(*Special Correspondence*.)—The anthracite coal season in which maximum prices will govern all shipments, went into effect September first, and while the change is usually regarded as the commencement of greater activity, there is little sign of it as yet and the prospect is that the fall demand will not set in for at least two or three weeks. Dealers generally took in large amounts of coal at the discount prices, of which no quantity of importance has been moved out of their yards, so that orders at wholesale will remain slack until actual consumption reduces these stocks. The cooler weather prevailing the past week should influence more orders in the retail trade, and will be further stimulated as the temperature becomes lower. This period is frequently inactive, taking only such a quantity of coal as is needed to replenish the stocks, and buying really never begins in earnest until cold weather prevails.

The prices at retail for city delivery have been made at \$6.80 a gross ton, effective with the circular figures at wholesale and will be maintained throughout the winter, unless conditions develop through the enforcement of the new rate law to increase the cost by handling the cars into and out of the yards, which would accordingly advance selling prices.

Labor day following Sunday of this week was an incentive to take advantage of the occasion to restrict the output at the mines, in order to relieve both market and transportation conditions. Some of the operations only closed down for two and three working days, but the Philadelphia & Reading Coal & Iron Co.'s mines were closed for the entire week. The tonnage shipped during August it is estimated will be approximately 5,000,000 tons, which about equals the output in July.

### Trade in Bituminous Fair.

In the bituminous coal trade there is a fair amount of business doing, with a somewhat increased output of the mines. Most of the coal produced is being shipped on contracts, as it is understood that the larger consuming interests had become very short of stocks, at the close of the strike in the central Pennsylvania field. These interests are now urging for increased shipments to accumulate a sufficient quantity for winter use, to avoid any possible shortage through interruptions of transportation, likely to occur by inclement weather.

The bulk of the trade being shipped upon at present continues to go to the all-rail delivery points, which are seemingly in greater need of coal than at tidewater, though the former trade is also more forehanded in obtaining a good supply in advance, owing to the greater difficulty of securing sufficient cars, when an increased demand sets in, whereas the tide shipments have the first call on the equipment of the railroad. For several weeks past this situation has been slightly reversed, on account of a delay in the unloading of cars on their arrival, which has resulted in the placing of embargoes on shippers transgressing the rule, who, under these conditions, are curtailed in their supply of cars while the coal is standing on the tracks.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending September first, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumber- land.	Total.
Week ending September 1, 1906.	15,166	27,661	42,827
Corresponding week, 1905.....	10,654	23,695	34,349
Total for 1906 .....	506,820	741,390	1,248,210
Corresponding period, 1905.....	440,958	621,386	1,062,344

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 185,866 tons.



## Eastern General and Personal Notes.

The Imperial Coal & Coke Co., formerly having offices at 42 Broadway, New York, have removed to the Washington building, No. 1 Broadway, where it has engaged a suite on the sixth floor, facing Bowling Green.

S. B. Elkins Jr., general manager of sales of the Elkins Coal & Coke Co., New York, sailed on the French line steamship *La Sovie*, on Thursday of last week for Paris and the continent. He expects to be abroad for about six weeks.

The friends of Phillip E. Haag, a New York city coal dealer, will regret to learn of the death of his wife a week ago at his home, 169 Tenth avenue. The funeral services were held on Sunday last, and the interment took place on the same day.

S. G. Memory, line sales agent of the Delaware, Lackawanna & Western railroad, New York, returned the early part of the week, after enjoying a period of recreation with his family at Harvey lake, Pa., where they had engaged a furnished cottage.

Arthur W. Hillebrand, of No. 1 Broadway, New York, returned on Tuesday of this week, accompanied by his wife and daughter, after spending a very enjoyable vacation trip of several weeks in Maine. He is looking fine and has a splendid coat of tan.

The Puritan Coal Mining Co.'s New York office, formerly located on the sixth floor at No. 1 Broadway, has been removed to room No. 214, on the ninth floor, this also being the offices of the Morrisdale Coal Co., indicating that some business relations between these companies have been effected.

Gardner Pattison, of the firm of Pattison & Bowns, New York, who has spent the month of August at Sebago lake, Maine, is expected to return to the city sometime during the present week. Mr. Pattison selected this state for his vacation, as he takes great pleasure in fishing and other out of door sports, for which that country is noted.

Lemuel Burrows Jr., manager at New York for Castner, Curran & Bullitt, left last week accompanied by Mrs. Burrows, for Rockland, Maine, where they have engaged quarters at the Samoset. Mr. Burrows has been unable to get away earlier in the season to enjoy a change of climate, owing to his wife being slightly indisposed, but having recovered they take this opportunity for a vacation.

Howard S. Bowns, a member of the firm of Pattison & Bowns, New York, rented a cottage at Shelter island early in the season, where he and his family are spending the summer. Mr. Bowns attends to the firm's business duties, but usually takes the week end and over Sunday to enjoy the attractions of the seashore. He recently bought a piece of land on the island, which forms a peninsula, and may later build a cottage upon it.

President George F. Baer, of the Reading Railway Co., announced on his return to business last week the appointment of Herbert Agnew Wallace as the president's secretary to succeed Colonel Reece M. Oberteuffer, whose death occurred in July last. The appointment of William T. Warner, of Vice-President Voorhees' office, as general clerk in the office of President Baer, was also announced. He succeeds Mr. Wallace.

Sigmund Kohn who has been operating a coal yard at Sixty-second street and First avenue, New York, has decided to give up the yard as being unprofitable in competition with the water front yards having modern facilities. This is one of the old-time yards established many years ago by Mr. Kohn's father, and on his death recently the business was left to his son. He contemplates to remain in the coal business and may arrange for the delivery of his trade with Burns Bros.

An announcement was issued from Scranton on August twenty-eighth that prosecutions will be started shortly against one hundred or more miners, and perhaps five members of miners' examining boards, for using and issuing illegal

miners' certificates. Back of this action is the United Mine Workers of America. The decision to begin prosecution was reached at a meeting of the district presidents, and information will soon be laid before magistrates in that and adjoining counties.

Olin J. Stephens has fitted the windows of his coal office at One Hundred and Thirty-eighth street and Canal, New York, with heavy plate glass, covering the entire front of the building, making it one of the most attractive offices in the trade. Mr. Stephens also reports that the new coal pocket, which sometime ago slipped from its foundation and fell in the river, will be completed in about two weeks. It will have a capacity of four thousand tons, and this with the old pocket permits the carrying of about eight thousand tons.

R. Emmet Digney, of White Plains, N. Y., was last week appointed receiver for the partnership property of William H. Daggett and Clarence H. Hale, who carried on business under the name of the White Plains Coal, Feed & Material Co., at White Plains, Westchester county. A suit has been brought in the supreme court by William H. Daggett against Clarence H. Hale for an accounting and for a dissolution of the partnership on account of disagreement between the partners. The bond of the receiver was fixed at five thousand dollars. The business was established in October last year.

The firm of Pattison & Bowns, which was located on the eighth floor of No. 1 Broadway, New York, has exchanged quarters with the firm of Wm. Horre & Co., under an agreeable arrangement whereby it obtains a suite of three rooms. This increases the company's space, which was found necessary to take care of its growing business. The office occupied by the members of the firm has been newly equipped with a high quality of oak furniture, while the rugs and wall decorations effect a beautiful harmony in color. Wm. Horre & Co., desiring smaller quarters, as only the wholesale end of the business is handled at this office, find a suite of two rooms sufficient to meet its needs.

Jesse L. Eddy, of the firm of Dickson & Eddy, New York, accompanied by Mrs. Eddy, their daughter and younger son, returned from abroad the first of the week greatly pleased with their trip of over two months. They spent considerable time on the continent, visiting the principal places of interest and their attractive features. On their return from England the original plan of taking passage by steamship direct to New York was changed to go by the shorter route via the north of Ireland to Quebec, Canada, which takes but four days on the ocean. They sailed on the steamship *Empress of Ireland* on August twenty-fourth, reaching Quebec on the thirtieth, remaining there until Saturday, when they left by private car, reaching home Sunday morning. Mr. Eddy was back at work on Tuesday morning feeling greatly refreshed and ready to resume his duties.

President James Walker, of the Philadelphia Coal Exchange, made an announcement on Thursday of last week, in reply to the question of the press as to what the price of anthracite is to be for the fall and winter trade. He states that it is the purpose of the dealers to make only one more advance in the price of coal. The increase of ten cents went into effect on September first, making the price at retail \$6.80 per gross ton, which will be the maximum figures during the winter months and is merely an advance of five cents over the former circular. In fact the advance is not enough to offset the increased costs in the handling of coal to the yards, by the new rate bill becoming effective. The dealers contend that the railroads are compelled by the new law to cut off many shifting and shipping privileges they have heretofore enjoyed, which saved them money in handling their coal to or from the coal yards. The loss of this free service is not yet known and they are not aware of what the new rate charges will be, but if material it may necessitate the advance in selling prices.

The first suits for damages for alleged discrimination and giving of rebates to favored coal

corporations by the railroads since the recent investigation by the interstate commerce commission, were filed at Philadelphia on August thirty-first by nine prominent coal dealers of that city. The damages prayed by them aggregate, it is said, more than \$500,000, and the Pennsylvania Railroad Co. is the sole defendant in the concerted legal action. The coal dealers who have made complaint are the Black Diamond Coal Co., which has two suits, aggregating nearly \$100,000; Lewis C. Kinsler, W. C. Kirk & Co., Owen Letter's Sons, M. Jennings & Sons, William Bryant, S. D. Hall & Co., Samuel D. Hall and H. F. Bruner & Co. No statements were filed with the suits, and W. Findlay Brown, counsel for all the complainants, declined to give any particulars pending the preparation of the bills of complaint. These will be filed within two weeks. It is believed among other dealers that the complainants will base their suits upon alleged discrimination, the favoring of certain retailers by better shipping facilities and the delivery of coal to competitors much quicker than to the complainants.

The Pennsylvania, Beech Creek & Eastern Coal Co., recently organized under the laws of Pennsylvania, has filed a certificate of increase of authorized capital stock from ten thousand to five million dollars and will issue three million dollars in bonds, of which twelve hundred thousand dollars have been sold. The company has acquired (by 999-year lease) the franchises, property and business of the Pennsylvania Coal & Coke Co., Beech Creek Coal & Coke Co., Chest Creek Coal & Coke Co., Webster Coal & Coke Co., and other subsidiary companies, which include complete ownership of the Hooverhurst & Southeastern railroad, a controlling interest in the North River Coal & Wharf Co., and numerous electric light and water companies. The coal lands lie in the central Pennsylvania field, upon the lines of the Pennsylvania, New York Central and the Pittsburg, Binghamton & Eastern railways, the last named now under construction. The proceeds of the bond issue will be used for working capital, and the further development of the property so as to enable it to ship over the New York Central an additional million tons annually for which a contract is still in effect. The directors of the new company are W. A. Lathrop and Robert Mitchell, of Philadelphia; James Kerr, of Clearfield, Pa.; T. H. Watkins and Clarence D. Simpson, of Scranton, Pa.; A. G. Palmer, Port Chester, N. Y.; R. H. Williams and Samuel T. Peters, of New York city; and Richard C. Storey, of Boston.

A new tariff schedule has been issued by the New York Central railroad, effective September first, whereby it gives to its shippers a more extended market for their coal and is calculated to materially increase the coal traffic over the road. This gives the operators in the Beech Creek and Clearfield regions, which have been delimited as to their tariff routing in the past, a larger territory for marketing their coal. The new tariff covers 635 points, where heretofore the railroad company made through rates to only two hundred points and permits shipments to be made in connection with the New York, New Haven & Hartford railroad on a parity with those who ship all rail by the Pennsylvania railroad, Baltimore & Ohio and the Reading railroads. The coal traffic will be routed through Albany and be delivered to the New York, New Haven & Hartford at all junctions with the Boston & Albany railroad. Heretofore the New York Central routed all New England shipments via Fishkill Landing, where the facilities for handling the tonnage were entirely inadequate, and forced coal traffic over the already congested line south from Albany along the Hudson river, also over the east and west lines of the New York, New Haven & Hartford railroad. The new arrangement is gratifying to the shippers over this road, who look upon it as being the initial action toward further improved conditions, whereby the coal tonnage originating upon it can be materially increased. It also greatly eases the movement of traffic, though giving a slightly shorter haul, but puts its shippers in position to reach for markets in which they have been unable to compete.



### Western Retail Notes.

Robinson Brothers are a new retail coal concern at Fort Dodge, Iowa.

K. S. Peters has gone into the coal business as a retailer at Post Falls, Idaho.

The Midland Lumber & Coal Co. has opened a new lime yard at Howard Lake, Minn.

Skruzacek & Westerman have purchased the business of the Hyde Coal Co. at Le Sueur Center, Minn.

Varney & Orendorff, of Peoria, Ill., have purchased the business and plant of the Delevan Coal & Ice Co.

H. Sehan sold his wood and coal business at Fergus Falls, Minn., to Mr. E. Barbeau, who took possession about the first of September.

John Lamb, the retail coal dealer of Moorhead, Minn., has secured the thousand-ton Pochontas coal contract for the municipal light plant of that city.

Announcement has been made that G. B. Cronk, vice-president of the C. B. Havens Coal Co., of Omaha, Neb., will be married the latter part of this month to Mrs. C. L. Patterson, of the same city.

A business change has taken place in Vincennes during the past week. W. E. Walker, of Cairo, Ill., has bought out the Dills' Coal Co. at Vincennes, Ind., and will take charge of the business at once.

T. T. Foster, a well-known coal man of Grand Rapids, Mich., committed suicide last week. He had been despondent because of ill-health and it is supposed that the intense heat aggravated this, making him temporarily insane.

F. M. Shores, who has been in the retail coal business for the past ten years in Waterloo, Iowa, has just completed arrangements to wholesale coal, having secured the exclusive southern Iowa agency for some of the largest Illinois mines.

A disastrous fire which destroyed the yards of the Mississippi Valley Lumber Co. at East St. Louis, Ill., spread to adjacent properties, including the retail coal yards of the J. D. Bradford Coal Co. and of M. E. Meyers, both of which were wiped out.

H. M. Persons, Wabasha, Minn., has purchased the interest of J. C. Archer in the Wabash Fuel Company at that city. The papers have been completed and the new owner will take possession immediately. The office will remain at the old stand.

A. N. Decker, who has been in the coal and wood business at Austin, Minn., for the past fifteen years, has sold out to Chas. Gripman. Mr. Decker will go to St. Paul, where he has entered into partnership with McHugh, Christianson & Co., who are in the grain commission business.

The county coal contract of Scott county, Iowa, in which Davenport, Iowa, is situated, has been secured by the Rock Island Fuel Co., which bid \$7.74 per ton for anthracite and \$2.47 per ton for bituminous coal delivered to buildings, and ten cents per bushel for ten-bushel lots delivered to the poor in Davenport.

Incorporation articles have been filed at Portland, Ore., by the Albina Fuel Co., showing a capital stock of \$12,000. The incorporators are Robert T. Platt, George J. Perkins and Henry Barendrick. The company is incorporated to deal in wood, coal and oil, to acquire timber lands and operate logging camps and roads.

Negotiations were completed yesterday whereby the Cleveland & Pittsburg Coal Co. takes over the properties of the Independent Coal Co. and Burton, Beidler & Phillips Co., two of the largest retail coal companies in Cleveland, Ohio. The deal includes twelve coal yards in various sections of Cleveland, with all the buildings, machinery, horses and wagons and coal on hand. The concerns taken over have done an annual business exceeding \$2,000,000. John H. Jones, president of the Pittsburg-Buffalo Co., is also president of the Cleveland & Pittsburg Coal Co., and will be elected presi-

dent of the merged companies as soon as their reorganization is completed. J. J. Phillips, of Cleveland, at present treasurer and manager of the Burton, Beidler & Phillips Co., will be general manager of the merged interests.

### Eastern Retail Notes.

The Griffin Coal Co. has filed articles of incorporation at Keene, N. H., showing a capital stock of \$60,000.

Edward Smith and John J. Rielly, well known residents of this city, have purchased the business of the Sterling Coal Co., whose yard is at 6 Davis place, and they will conduct the business under the firm name of Smith & Rielly. Mr. Smith is new to the coal business, but Mr. Rielly has been manager of the McGough coal yard in Utica for a long time.

R. Emmet Digney, of White Plains, N. Y., has been appointed receiver for the partnership property of William H. Daggett and Clarence H. Hale, who carried on business under the name of the White Plains Coal, Feed and Building Material Co., at White Plains, Westchester county, in a suit brought in the supreme court by William H. Daggett against Clarence H. Hale for an accounting and dissolution of the partnership on account of disagreements between the partners. Justice Dowling fixed the bond of the receiver at \$5,000. The business was established in October last.

### Southern Retail Notes.

The Standard Fuel Supply Co., of Savannah, Ga., and Charleston, S. C., is completing arrangements for the establishment of a branch at Tampa, Fla.

A. S. Cohen, formerly in the coal business in Savannah, Ga., has gone into bankruptcy, owing \$14,000. He has assets of about five dollars. He asks an exemption under the Georgia law.

E. P. Maddox, purchasing agent for the city of Fort Worth, Tex., has entered into a contract with the Dow Coal Co., of McAlester, I. T., for \$20,000 worth of coal for use at the city waterworks and electric light plant. The contract price is \$1.15 per ton on board the cars at the mines. This is ten cents lower than the contract price paid last year to the same firm, which also held the contract then.

### Western Coal and Coke Notes.

The Consumers' Anti-Trust Ice & Coal Co. has been incorporated at Guthrie, I. T., with a capital stock of \$500,000.

J. M. Scholl and associates, in behalf of the Scholl Mining Co., have leased, for \$7,020, the coal rights under 160 acres of land adjacent to their mines in Limestone township, near Peoria, Ill.

Coal of good quality has been discovered on the Chippewa river below Eau Claire, Wis., and prospecting has been begun to determine whether it exists in quantities sufficient for profitable mining.

The Marion County Coal Co. has been incorporated at Centralia, Ill., with a capital stock of \$100,000 to conduct a general coal and mining business. The incorporators are G. L. Pittinger, C. C. Davis and E. E. Fyke.

William H. Werker, formerly president of the Fifth Ohio sub-district, United Mine Workers, and lately chief clerk to State Mine Inspector George Harrison, at Columbus, has assumed his new duties as superintendent of Nos. 1 and 2 mines of the Rush Run Co., near Warrentown, Ohio, about ten miles above Wheeling, W. Va.

The large coal operation being erected in Wolf Run, Ohio, within one and one-half miles of East Springfield, and four and one-half miles of Bergholz, by the Wolf Run Coal Co., composed of Cleveland capitalists, will be ready for operation in about six weeks. Two shafts 16x24, five hundred feet deep, have been sunk to reach the six-foot vein of coal of which the company owns about one thousand acres lying within easy

mining distance. Steel tipples of the latest improved patterns, and the very best machinery that money can buy have been built and installed to give the works a capacity of fifteen hundred tons daily output, or from fifty to sixty cars, or three average train loads of coal a day. The company has made every preparation to have a model plant and all things necessary to the operation and maintenance of it.

The Mackton Coal Co. is the name of a new business enterprise that is being incorporated, for the purpose of developing extensive coal deposits located about six miles east of Big Sandy, Mont. The incorporators of the project are R. W. Mack, Marv E. Mack, R. W. Wilson, W. Lindstrum, J. Jorgensen, W. Bailey and C. L. Jensen. The capital stock of the company will be \$50,000.

The Central Heat & Power Co., of Rockford, Ill., is having a chute erected at its plant, by means of which the coal used at the plant will be taken direct to a hopper at the roof of the building and directly over the front of the battery of boilers, and the fuel will be deposited in front of the consumers as it is needed. It will mean a great saving at the plant, and the stokers will not have near as much work, and possibly the contrivance will do away with the employment of one man at each shift.

One of the transactions of the last week in Logan county, Ill., was the sale of the Mt. Pulaski coal mines by the business men of the place, who have been operating it for a few years, to William Connors, Robert Layman and James Murphy, of Lincoln, practical mining men in three different departments, and excellent citizens. Mr. Connors is the mine superintendent of the Latham Coal Co., the largest and best mine in Illinois, and was twelve years with Charles J. Devlin, the coal king, who died a short time ago. For three years Mr. Connors was with the Colorado Coal & Fuel Co., and has been with the Latham company in Lincoln since the opening of the mine, and much of the success of the company is attributed to him. He is a man who proves a good judge of men and seldom has friction with them and is well liked by the company and the miners. Robert Layman is a tippie constructor and timber expert of many years' experience. He has been with the Chicago & Alton railroad on the bridge work and is a first-class man for mine work. James Murphy is a machinist and engineer, and has been working for the Latham Coal Co. and previously was employed in Springfield. He is familiar with machinery from the simple to the most complex, and will have an abundance of work to place the machinery of the mine in working order and as a machinist and engineer will be a valuable man in the company.

The disaffection of the engineers at the mines in Indiana is reaching an acute stage and there seems to be a strong probability of the three hundred men revolting from the united mine workers. They are dissatisfied with the work of the state joint conference, which resulted in the signing of a contract which, for the first time, prescribed the duties and fixed the pay of engineers. They are blaming President O'Connor for calling a conference and they contend that the organization should not have yielded to the demand of the operators for a conference, but should have followed the advice of President Mitchell, which, they are saying in communications to the press, was to wait for the operators to surrender all points. President O'Connor now makes public the fact that he did oppose the state conference, but after repeated requests by the operators and Mr. Mitchell himself to call one, he did so only when Mitchell made the demand. The engineers seem persistent in their determination to form a separate organization, in the face of the refusal of National President John Mitchell to grant them a charter, and in the face of opposition on the part of the district officials. Meanwhile the operators seem to be little concerned about the matter, saying that in case the three hundred or more licensed engineers walk out, they will be able to obtain licensed men from among the men in the pits in sufficient number to operate the engines. In case the organization of the engineers is made to stand, the operators, it has been predicted, will ignore them, taking their stand upon the state agreement reached in June, and will stand with the united mine workers.



## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

Articles of incorporation have been filed at Punxsutawney, Pa., by the Punxsutawney Coal Co., showing a capital stock of \$75,000.

The Snyder Brick & Coal Co. has been incorporated at Rockwood, Somerset county, Pa. The capital stock of the company is \$30,000.

The Pennsylvania, Beech Creek & Eastern Coal Co. has filed notice with the state department of Pennsylvania, certifying that it has increased its capital from \$10,000 to \$5,000,000.

C. S. O. Tinstman, of Pittsburg, Pa., has bought about six hundred acres of coal lands in the Connellsville basin between the Cheat and Monongahela rivers for a consideration of \$94,000.

Jasper Augustine, of Connellsville, Pa., has purchased eight coal lands in Jackson township, Greene county, Pa., making in all 970 acres of coal, for which he paid \$90,000. This land will be held for an investment.

A syndicate headed by Morris Williams, the head of the Pennsylvania railroad anthracite coal interests, has purchased a valuable tract of coal at Ashley, near Wilkesbarre, Pa., the price paid being \$76,000.

The Pittsburg & Somerset Coal Co. has been incorporated at Pittsburg, Pa., with a capital stock of \$50,000. The incorporators and directors of the company are M. C. Briggs, W. C. Magee, Chas. S. Bygate, Pittsburg, Frederick Rowe, Myersdale, and C. L. Doyle, Sewickley.

The Petroleum Products Co. of America has been incorporated at Baltimore, Md., to engage in the business of manufacturing, extracting or producing oil, and for prospecting for coal and other minerals. The incorporators are of Baltimore, Md., and the capital stock is \$500,000.

Isaac R. Brownfield, of Uniontown, Pa., has purchased twenty-two acres of coal in the vicinity of Tarr station, on the Pennsylvania railroad, and will build a plant of thirty coke ovens there next year. The coal, it is understood, is a block between three farms which has been held by outside parties for several years. The purchase price is not given out, but it is known to be high.

### General Eastern Coal and Coke Notes.

The Centralia, Pa., colliery has shut down for an indefinite period, which is expected to last a couple of months at least. The cause is that the breaker is in need of repairs.

An important change was made at South Sharon on September first whereby the operation of the Sharon coke

ovens were transferred to the Carnegie Steel Co. Heretofore the Frick Coke Co. was running the plant. The change is in line with the policy of the United States Steel Corporation to concentrate its various departments.

Three hundred mine workers resumed work last week at the Enterprise colliery of William L. Connell & Co., Shamokin, Pa. This operation has been shut down for a long time because of a mine fire which burned several months before it was extinguished.

Announcement has been made at Scranton, Pa., that prosecutions will be started shortly against one hundred or more miners, and perhaps five members of miners' examining boards, for using and issuing illegal miners' certificates. Back of this action is the United Mine Workers of America. The decision to begin prosecutions was reached at a meeting of the district presidents, and information will soon be laid before the magistrates.

The activity in coal lands is growing and the United States Steel Corporation, through the H. C. Frick Coke Co., has purchased for \$450,000, a block of 900 acres near their works in German township, Connellsville district. A syndicate of New York men has offered \$500,000 for the Faulkner-Douglas tract of 10,000 acres in Summers county, near Hinton, W. Va. The tract lies along the New River. Herman Griffin, of Pittsburg, has bought 200 acres for \$120,000 from the Long estate. The coal is in Washington county, and is of coking quality.

The Wabash railroad is reported to be planning a connection from its Cumberland-Uniontown-Waynesburg-Wheeling Short Line to Johnstown, Pa., forty miles, from its proposed tidewater line. The new line will pass through rich coal fields, and will in all probability pass through the undeveloped coal territory north of the Pennsylvania railroad. It is not likely that the work will be started on the construction of this line until the work on the connecting line between the Western Maryland at Cumberland and Uniontown is well under way.

The Latrobe-Connellsville Coal & Coke Co. has secured a valuable addition to its properties, having bought outright the coal underlying the farm of John R. Welsh, which is located near Millwood, Pa. The sale has been consummated in every particular, and the title to the property has passed. The farm has an area of about 150 acres and the consideration was \$55,000, making the coal worth about \$366 per acre. A few years ago its value was deemed to be less than \$200 an acre. The coal adjoins the land of the Millwood Coal Co., and it will be operated from the Millwood shaft, making it unnecessary to put down an extra shaft, and in this way the coal will be mined at a small expenditure.

What is declared by coal and lumber men to be the biggest deed ever admitted to record in West Virginia has been

offered in Fayette county. It covers over two hundred pages of typewritten matter, and is the new revised deed of the Beury heirs conveying thirty-five thousand acres of coal land, known as the Meadow River lands, to T. W. Rainey. The old deed was indefinite as to metes and bounds of several tracts, and an expert engineer was put to work to get an accurate and definite description of each of the two hundred separate pieces of land included in the transaction. After six months' work he so well completed his job that it was possible to make a deed, although the sale and the price had been agreed upon as early as last January. The full price of the land is not known definitely, but it is believed to be about \$1,250,000.

All mining at the Maryd colliery at Tuscarora, Pa., has been stopped. The employes have been given no assurance when the place will resume and accordingly many of them are seeking employment elsewhere. For some time faulty veins have been struck and since the place was opened up some two or three years ago coal in any great or paying quantities has not been found. The timber for the rebuilding of the breaker, which was destroyed by fire several months ago, has all been cut, but as yet work on the rebuilding has not been commenced. Diligent inquiry has failed to reveal what the intention of the J. C. Wentz Co. is in closing down the place. It may simply be to cut down expenses until after the breaker is rebuilt, while many in close touch with the Wentz people believe that negotiations for the place are under way.

The employes of the United States Coal Co. at Bradley, Ohio, have again adjusted their troubles with the management, the agreement having been reached at a meeting held last week. The trouble was based on the removal of bottom coal from the mine and over the machine mining scale, but their exact nature was not divulged. The meeting of the miners was addressed by Vice-President Briggs and Interpreters and Organizers A. Reno, John Blotneck and Victor Buzzi. The meeting was very largely attended and as a result of it the condition in the once very troubled Bradley district is quiet and the best of feeling now exists between the management and men. In fact throughout the eastern Ohio district good feeling exists and the only trouble that is ever experienced is the result of some minor disagreement among the men, such as is certain to turn up where large bodies of men are employed.

The cases of Jacob L. Manges and the heirs of Nancy Lehman, against the Berwind-White company that have been hanging fire in the county court at Meyersdale, Pa., for several years, and which have been the means of bringing the court of this county into a great deal

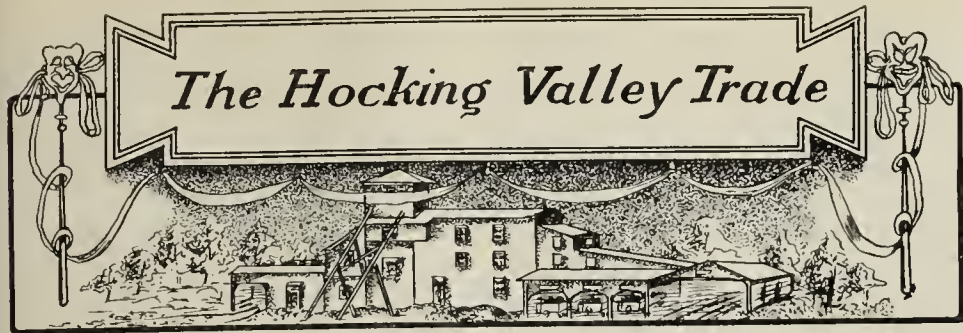
of notoriety by reasons of those interested having called upon President Roosevelt and Governor Pennypacker to see if they could not get them to trial, were brought to a sudden close a week ago, when, after five days had been spent in taking testimony, counsel announced that a settlement had been made in the two cases. Neither party will state the exact sum paid by the coal people, but it is said on good authority that it is \$8,000 to both plaintiffs—probably \$5,000 to the Lehman estate and \$3,000 to Manges. In both cases the plaintiffs are allowed to have the timber on the lands, and the defendant company pays all costs.

The Pittsburg, Binghamton & Eastern road, which at present is building between Binghamton, N. Y., and Canton, Pa., is progressing rapidly, and it is hoped by next summer it will be completed. It is a steam railroad, double-tracked and one hundred and twenty-five miles in length. Back of it are E. H. Gay & Co., of Boston, and the president is F. A. Sawyer, of Binghamton. George A. Ricker, of Buffalo, N. Y., is chief engineer of the line and will spend at least half of his time on the line of the new road, although he will maintain both his home and business as consulting engineer here in Buffalo. The general offices of the company are at Canton. No Buffalo men are interested financially in the company, the owners being mostly New England men. The road will be a large coal carrier and will tap the mining district in Pennsylvania. It touches several important towns, the largest being Tonawanda, Pa., where it will cross the Susquehanna river. Contracts have been let now for the entire construction of the road.

Preliminary work has been started by the Buffalo & Susquehanna Railroad Co. in connection with the building of a new line from Plumville, Indiana county, Pa., to Sagamore, a distance of three miles, where one of the largest coal mines in that district will be opened. This will also mean another stretch of new road between Plumville and South Bend, while connection will be made with the Pittsburg & Northeastern over which the Buffalo & Susquehanna and four other railroads will enter Pittsburg. Bids for construction of the new line to Sagamore have been asked and it is likely that the contract will be awarded within a short time. Executive officials and representatives of the engineering department of the Buffalo & Susquehanna railroad have just completed an inspection of the new line from Juneau, Indiana county, Pa., to Plumville, and also looked over the property about Sagamore with a view of beginning work on the new mining plant, which will cost more than \$3,000,000. The new line from Juneau, where the Buffalo & Susquehanna leaves the Buffalo, Rochester & Pittsburg railroad, to Plumville, was completed about seven months ago. There are many grades and curves, which will be eliminated later.

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COLUMBUS, OHIO, Sept. 6.—(Special Correspondence.)—Nearly all operators report that the market is responding nicely to the increased prices which went into effect on the first inst., there being no appreciable falling off of orders, while the heavy volume of inquiries is the best possible evidence of continued strong demand. The prediction is freely made that things will break loose about the middle of September in the way of heavy orders from dealers, and that October first will see a still further advance on domestic lump to \$1.75, with two-dollar coal in sight a little later on. It has been years since the local coal operators have been as busy at this season as they are now. Not alone is the lake trade keeping the mines working, but there has been a big increase in the domestic trade and, with the car shortage, the operators are behind on orders.

#### Everybody Is Busy.

Every company with headquarters in Columbus is busy, and at the mines only the inability to get all the cars needed to take care of orders is keeping the miners from working full time.

Those who made the most vigorous effort for business early in the season report that they can not catch up with the large response that has come from the trade and that it will take all of the present month to clean up the August bookings. Even the most conservative operators, who have been inclined to await quietly the course of events appear now to take a very hopeful view of the fall and winter trade.

With the increasing activity of the domestic market, the lake business continues to claim as heavy a tonnage as facilities will accommodate. The sentiment appears to be that too much coal can not be sent to the northwest, and that the danger is of a shortage rather than an over-supply. Although reports show that up until August first there was an increase at Duluth and Superior of 576,000 tons, as compared with the same period of 1905, the docks were bare at the opening of navigation this year, and in addition to this fact there is a natural annual increase in that territory of at least twelve per cent.

#### Car Supply Fifty Per Cent Short.

There has been no material change in the car situation, the percentage of shortage ranging about fifty per cent, with prospects of a more aggravated condition in the near future. The increase in new equipment, which all roads have made, is offset in some degree by the going into effect of the recent law which provides that at least seventy-five per cent of the cars on all freight trains shall be provided with air brakes. Many old cars which were capable of service in the coal trade are not worth the expense involved in meeting the law, and are thus put out of service. Hundreds of cars of this type have been burned up, to get them out of the way.

#### Dock Service Improved.

Docks receiving Hocking Valley coal are now able to load the same for lake shipment with greater regularity than for some time. The increase in freight rates has attracted a greater number of boats and ore movements are not so free, owing to the congested state of the ore docks, which have not been able to take care of the immense tonnage which flowed into them. It is the belief that the scarcity of bottoms in the lake coal trade will not be a serious menace during the remainder of the navigation season.

The first touch of fall weather has had a stimulating effect on the local retail trade and an advance of from

twenty-five to fifty cents per ton over the present price of three dollars per ton is anticipated for about October first.

#### GENERAL AND PERSONAL NOTES.

F. O. Brandt, of the Detroit & Pittsburgh Coal Co., Detroit, was in town on Wednesday.

T. T. Van Swearingen, the popular retail coal man, has returned from a trip to Mackinac.

George N. Barrere, of Briggs & Barrere, is home from a vacation at Indian River, Mich.

W. H. Henchey, general manager of the Kilbuck Coal Co., Pittsburg, was in town on Friday of last week.

F. G. Hatton, secretary of the Middle States Coal Co., is spending a three weeks' vacation in the south.

J. P. Cumiskey, president of the Ohio & Michigan Coal Co., Detroit, paid a recent visit to Columbus.

Burt R. Wyeth, president of the Kanawha & Ohio Coal Co., has returned from a vacation trip to the lakes.

A. P. De Vinnish, secretary of the Hamilton Coal Co., is at Mercy Hospital, convalescent from a minor operation.

President John S. Winders and J. M. Roan, manager of mines, of the Sunday Creek Co., were in Charleston, W. Va., this week.

Smith M. Comly, president of the National Fuel Co., is home from a trip to Huronia Beach, Mich., where his family are spending the heated term.

The Hocking Valley railway has just placed in operation thirty-five miles of telegraphic block signal system on its southern division, reaching to the coal fields.

G. A. Wallace, president of the Western Fuel Co., and general manager of the West Virginia Coal Co., Marion, Ill., has been spending a few days in Columbus.

The marriage of Orris P. Sells, manager of the city department of the Columbus & Hocking Coal & Iron Co., to Miss Helen Brown, of this city, is announced to take place in October.

Columbus operators have been busy this week giving the glad hand to country dealers, who have been present in large numbers, in attendance upon the Ohio Agricultural and Industrial Exposition.

E. M. Poston, president of the New York Coal Co., has received word that his son, Donald Poston, in company with two companions who left Columbus for the Cobalt, (Canada) mining region last spring, has struck a rich vein of silver.

Local contracts have been let as follows: Taylor, Williams & Co., city hall, run-of-mine, \$1.85; M. A. Suydan & Co., work house, \$2.00 for run-of-mine, and municipal electric light plant, \$1.25 for nut-and-slack; W. J. Hamilton & Co., East Side pumping station, \$1.63.

John Mitchell, national president of the United Mine Workers, was given a complimentary dinner at the Columbus Club on Monday night by a company of local coal operators and bankers. The affair had purely a social significance, and there was an absence of speech-making.

The Washington Fuel Co. has contracted for the output of the Western Fuel Co. mine at Marion, Ill., having an output of 1,000 tons a day; also of the Imperial Coal Co. mine, located at Nugentville, Ohio. The latter prop-

erty has recently been acquired by William Wallace, of Saltillo, Ohio.

The McLeish mine at Gloucester, Ohio, is the scene of a lockout. The certain settlement of miners which have been employed here for a number of years are charged with being the most shiftless in the Hocking valley, it being claimed that the recent financial troubles of the McLeish Co. were largely due to this fact. Last week R. C. Wharton, who has been operating the mine as receiver, closed it down, with the announcement that it would remain in that condition until sold and ordered the miners to vacate their houses and remove themselves entirely from the company's property.

Contractor J. F. Keller, of Massillon, Ohio, and a force of twenty-four men started to work sinking the shaft for the new coal mine of the Big Vein Coal Co., one and a half miles east of Salineville, Ohio, on the Wellsville road. The shaft, which will be about 220 feet in depth, will be down by the first of the new year. It will be double compartment. It has been reported that an electric line would be erected between Salineville and new location of the mine for the accommodation of the workmen and for transporting supplies. Five hundred men will be employed when the mine is in operation.

Word received from Chicago this week to the effect that Harry Ames Van Auken has been arrested in Chicago on charge of forgery has considerable local interest from the fact of his operations here something over a year ago as manager of a concern known as the Hocking Coal & Coke Co. During his brief career in Columbus a number of questionable transactions were charged against him, among others that of passing bogus checks in various amounts upon different business men. Shortly after taking up his residence here Van Auken interested a number of business men in the forming of a coal company, of which he was made president and general manager. After a short career suspicion was aroused by some of his methods and the treasurer of the organization withdrew from the bank funds that had been placed to the credit of the latter. His troubles here culminated in his wife leaving him on the grounds of infidelity, it being also claimed that he had forged the name of her father for a considerable amount. An inquiry into Van Auken's former career revealed the fact that he had been engaged in shady transactions in various other cities.

The rapid expansion of Columbus coal trade interests, pertaining both to Hocking Valley and West Virginia operations is seen in the increased demands made by coal tenants upon the office buildings of the city. Within the past week two concerns, the Middle States Co. and the W. J. Hamilton Co., have sought more commodious quarters by moving into the new Capitol Trust building, just completed, the former company occupying the entire sixteenth floor, and the latter the whole of the fifteenth. The beauty of the location is unsurpassed in Ohio. The building faces the State House, with its ten acres of gray stone and park-like surroundings, rising high above the dome of the Capitol and giving a commanding outlook over the city and suburbs from every point of the compass. The new home of the Middle States Co. is otherwise noteworthy by reason of its luxurious appointments. The large private office of President Harry Olmsted is finished in mahogany, with massive furniture of the same material. The wall and ceiling decorations are rich and artistic, much the same effect being carried out in the smaller office of Secretary Hatton, the whole comprising the handsomest suite of coal offices that it would seem possible to design. The quarters of the Hamilton Coal Co., on the floor below, are also attractive in a high degree and are fitted up with every modern device to meet the needs of the recently enlarged operations of the company. The private offices of President S. A. McManigal and Vice-President W. J. Hamilton are especially worthy of mention in these particulars.

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A. ERNEST WASHBURN, Gen'l Manager

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Columbus Savings and Trust Building  
COLUMBUS, OHIO



### Southern Coal and Coke Notes.

#### New Southern Enterprises.

The Atlantic Coal Bunker Co. has been incorporated at Martinsburg, Tenn., to mine coal and other minerals. The capital stock of the company is \$5,000.

The Big Four Coal Co., has been incorporated at Birmingham, Ala., to buy and sell real estate, manufacture coke and other mine and mineral products and to do a general mining business. The amount of the total authorized capital stock is \$10,000 and the incorporators are R. D. Taylor, M. O. Ellis and J. H. Hann.

#### General Southern Coal and Coke Notes.

A vein of coal from five to six and one-half feet in thickness has been dis-

covered near Elkfork, Morgan county, Ky. The vein is solid, and free from slate. It is claimed to be the best quality of coal yet found in Morgan county, with the possible exception of the Rush Branch cannel coal.

The coal miners are on strike at the Bell Jellico mines, five miles west of Pineville, Ky. The trouble is said to have originated over the question of coal weights. A miners' union was organized at the mines and the next morning a general strike was declared operative. An official of the company claims that outsiders came in and induced his men to join the union against their will.

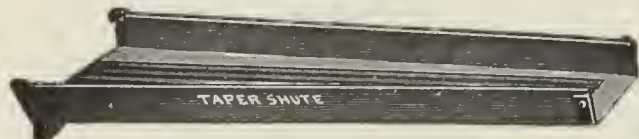
At a called session of the Warren circuit court, held at Bowling Green, Ky., Jnd e Galloway confirmed the sale of the property of the Green River Mining, Manufacturing & Transportation Co., consisting of coal mines on Green river, barges, boats, etc. The Green

River Coal & Mining Co. was the purchaser. The price paid was \$60,000. The property since shortly after the failure of P. J. Potter's Sons Bank has been under the control of W. U. Grider as receiver.

A newly established company, to mine and wholesale all grades of coal, has just been established at Jellico, Tenn. It is the Southern Jellico Fuel Co., the officers of which are J. L. Williams, president and treasurer; D. W. Jones, vice-president and general manager; J. C. Hoskins, secretary. The company announces that it will mine and wholesale the best grades of Jellico and Blue Gem coal. The gentlemen interested are experienced coal men, and have a wide acquaintance throughout the coal trade. Mr. Jones, the vice-president and general manager, will have full charge of the sales department. He has for ten years been manager of the sales department of

the East Tennessee Coal Co. President J. L. Williams has been known as a coal producer for the past twenty years. Mr. Hoskins is well and favorably known in the business circles throughout east Tennessee.

During a thunderstorm, lightning last week, struck the powder magazine of the Tennessee Coal, Iron & Railroad Company, located on the highest point of Red mountain near Fossil mines four and a half miles from Bessemer. Two hundred and fifty cases of giant blasting powder stored in the magazine exploded today shaking the mountain for miles and almost completely wrecking the buildings at the Fossil mining camp. The new barns of the mines were destroyed and the window panes smashed for miles, many in Bessemer being broken. Two men were hurt by flying glass, but not seriously. The damage done is estimated at \$25,000.



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# THE BLACK DIAMOND

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CHICAGO  
CINCINNATI

SEPTEMBER 15, 1906.

NEW YORK  
PITTSBURG

\$3.00 PER YEAR.

## General Review of the Markets.

While satisfactory progress has been made at some points, yet taking the country as a whole the condition of the coal market has not improved during the past week as much as was expected, anticipations not having been realized to the extent which indications then seemed to warrant. The market has not fallen back materially, but for the most part has been virtually stationary at the level previously reached. No special cause seems to be assignable other than the continuance of warm weather at a period when a lower temperature usually prevails.

The anthracite coal trade on the seaboard is reported as being, if anything, quieter than at any previous time since last spring, demand being very slight with most branches of the trade. Retailers generally are well stocked with the domestic sizes, having made their purchases at the lower prices offered during the summer, and no further large demand for these sizes could be expected until purchases by consumers have caused a material decrease in these stocks. The fact that wholesale prices have now reached their autumn maximum removes any possible incentive to the retail dealers as regards buying in advance of actual needs, especially as the shortage of cars, already such a large element in the coal business in some parts of the country, has not become sufficiently great on the anthracite carrying roads to excite alarm regarding prompt delivery in the future.

There has been an unusual reversal of conditions in the summer anthracite trade, the largest deliveries being made at times when business is usually dull, and orders falling off at times when the experience of the past led to an expectation of an active movement. Throughout this period of sudden and unexpected fluctuations in the market the anthracite operators have displayed their customary quickness in appreciating market conditions, expanding or contracting the production so that the output has been closely adjusted to the demands of the trade, with an avoidance either of scarcity or of congestion.

The smaller steam sizes of anthracite are especially inclined to be heavy, with little demand. This is true throughout the east, in New England, and along the entire Atlantic seaboard as well as in the immediate vicinity of New York city. Even the demand for all-rail delivery which has been one of the main stays of the summer markets has now fallen off materially, as was to be expected in view of these earlier and heavy shipments.

Interior points in the eastern states report a similar slackness of the retail market, the dealers at Buffalo saying that such dullness in September is almost without parallel there. On the other hand, shipments for the northwest from Buffalo by the way of the lakes show a very decided increase, the tonnage forwarded during the last seven days having been over a hundred thousand tons as against about seventy-two thousand tons a week ago. A somewhat remarkable feature of these shipments is that only a single cargo was consigned to Duluth and that only one of fifteen hundred tons.

Western anthracite trade is characterized by very similar conditions to those prevailing in the east, the leading feature being the persistent slowness of consumers in the matter of ordering their winter supplies from the local retail dealers, with the dealers so well stocked up that they have very little available storage capacity so that they are obliged to withhold further orders until stocks have been transferred to the bins of consumers.

### Seaboard Bituminous Trade Is Lighter.

The slackening up of bituminous trade on the Atlantic seaboard has been fully as marked as that prevailing in the anthracite market. New York city has been more heavily stocked than at any time in many months, so much so that consignees having coal on the tracks have had much difficulty in disposing of it with sufficient rapidity to avoid serious losses from car service charges. At Baltimore a similar condition has prevailed, especially in the local business. These conditions have, to a certain extent, affected tidewater ship-

ments from Baltimore, although the falling off in this respect has not been so great proportionately.

The dullness which has characterized the trade in the far east remains almost unbroken, very little improvement having as yet been noticed. Business at the Long Island sound ports is also quiet, orders being of a very sporadic character. All-rail trade to New England has continued more heavy than shipments by water.

Despite the general dullness characterizing the entire eastern market, prices have for the most part been well maintained, as was necessary, the prevailing basis being fully as low as is consistent with even a small profit to the producers and middle men.

### Car Scarcity in East Increasing.

The excess of supply over demand in this market would have been even worse had not the question of car supply already become a prominent feature in the business. Most of the roads carrying coal from the bituminous regions of Pennsylvania and West Virginia to the eastward are overwhelmed with the demand for cars so that the service rendered by these lines has become very slow and uncertain. As is usually the case at such times, charges of discrimination are made by those who find themselves in the worst predicament, though there seems to have been no tangible evidence offered in support of these claims.

The action of some of the larger eastern roads in reducing the free time after which charges for car service is imposed is causing a great deal of hardship, especially among the jobbers. The putting of the order into effect caught many of them with large stocks of coal on tracks, much of which they were forced to sacrifice, selling it at a considerable margin below the mine price.

In the Pittsburg-West Virginia-Ohio fields, business continues with practically undiminished prosperity. In common with the rest of the country there has been no appreciable advance during the past week, but with the difference that in this case there could not be, as the mines were already working up to the fullest capacity possible with the short supply of labor and the restricted supply of cars. Prices have held firm for all descriptions and with some have made a slight further advance.

The great drawback experienced by all operators and causing great anxiety to consumers short of supplies for immediate needs is the failure of the railroad companies to supply sufficient rolling stock to meet the needs of shippers over their lines. Despite the fact that they must have realized for months that they would be utterly unable to handle the business which would be offered with proper dispatch they have made no commensurate provision in the way of increased equipment.

Some lines have attempted to make their peace with the public by announcing the purchase, or at least the ordering of perhaps a couple of thousand cars, but that such a purchase is scarcely more than a drop in the bucket is well shown by the recent ordering of the same number of private cars by a single corporation, the Fairmont Coal Co. Estimates from the Hocking valley field are to the effect that not over fifty per cent of the cars needed are available for that trade. No single road is to be singled out for special censure, as practically all roads originating traffic from these more eastern bituminous coal fields are equally backward in meeting the demands of the operators.

The trend of the market for western bituminous coals is continuously upward, but as yet is very gradual both as to tonnage and as to prices, particularly for the Chicago market. In the territory outside of the immediate neighborhood of Chicago, business is improving much more rapidly both as regards shipments upon contract to industrial consumers and as regards the trade with retailers catering to domestic consumers.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, September 13.

The continued warm weather during the past week has had a decided effect in retarding recovery of the market from summer dullness and lowness of prices, yet in spite of the continued heat there is a noticeable improvement in the trade conditions prevailing among the wholesale coal interests of Chicago. This upward tendency is most apparent in the trade of outside territory where fall activity may be said to be well under way. It is chiefly in the city that continued reluctance on the part of consumers is retarding development. The fact that very few mines comparatively are now operating on a run-of-mine basis has reduced the supply of mine-run coal very materially. In some quarters this restriction is amounting to the proportions of actual scarcity, making the filling of orders difficult at times. As yet, however, there has been no appreciable effect upon prices. Screenings continue too plentiful for a sustained market, the demand for this size by no means keeping pace with the demand for domestic sizes at this season of the year.

#### Shortage of Cars Becoming Worse.

Shippers of eastern bituminous coals continue to experience great difficulty at times in securing consignments with sufficient promptness and regularity to meet the current demands of their established trade. While all of the coal roads of the Pittsburg, West Virginia and Ohio mining regions are entirely inadequate in their provision of coal transportation, the roads most frequently and persistently complained of are the Chesapeake & Ohio, the Norfolk & Western and the Baltimore & Ohio. We have yet to learn, however, of a single one among the railroads carrying coal from these fields, either to Lake Erie ports or to all-rail points, but what is rendering more or less unsatisfactory service at the present time with strong prospects of constantly increasing congestion.

The application of these same statements to the coal carrying roads of the central west is constantly increasing in force. It was currently reported on Wednesday of this week that practically no mines on the Chicago & Alton were running on account of the failure of the road to furnish cars for loading, and conditions almost as bad exist on other equally important lines. Several leading operators state that they are not averaging much more than half of the weekly output which they could find a market for, simply because of the scarcity of cars.

#### New Ruling of Illinois Central.

Operators on the lines of the Illinois Central railway have for some time been complaining of an inadequate car supply and in an effort to relieve the situation to a certain extent the officials of that system have this week served formal notice to shippers that until otherwise ordered none of the cars owned by the road will be permitted to go off from its own lines and that shipping orders to foreign destinations will be honored only when the coal is loaded in foreign cars. This order differs from similar ones issued in the past in that it is more sweeping in its character, being made to include box cars as well as gondolas and hoppers.

The market for western bituminous coals continues to show a slow but gradual upward trend. This is true both of tonnage and of prices; where prices heretofore have been firm the wholesalers are beginning to get slightly better rates per ton, and where prices have been weak there is a greater insistence upon the scale of quotations which in the past has been nominally in effect, but in many cases has served merely as a basis

from which to make discounts. Chicago, and the territory immediately adjacent, is naturally much slower in recovering from the depressed conditions than are points more remote, demurrage coal having for such a long time been constantly obtainable in the Chicago market. Buyers who have profited by this means of supply are still very loath to pay regular prices and so far as their needs will permit are inclined to hold off in the hope that bargain coal will once more become available. This, however, is a hope having very little likelihood of realization for either one of two good reasons, namely, the shortage of cars and the increasing demand of the current fall trade.

#### Current Chicago Prices for Springfield Coal.

Current prices in the Chicago market for Springfield coal have ranged about as follows for the past week: Screenings, 35@40c f. o. b. the mine or \$1.10@1.15 f. o. b. Chicago; run-of-mine, 90@95c f. o. b. the mine or \$1.65@1.70 f. o. b. Chicago; inch-and-a-half lump, \$1.10 f. o. b. the mine or \$1.85 f. o. b. Chicago; domestic sizes, \$1.25@1.35 f. o. b. the mine or \$2.00@2.10 f. o. b. Chicago.

At points sufficiently remote from Chicago to place buyers outside the reach of car-service coal on Chicago tracks, conditions have not been as much upset, the dullness of the past being not much worse than that normal to the summer season so that buying is much more forward and as strong as could well be expected under existing conditions.

One unusual and unexpected element is, however, having noticeable effect in retarding bituminous trade among the retailers, especially in the smaller towns where storage capacity is limited. Bituminous trade is suffering indirectly from the unusually prolonged summer apathy which has prevailed in the anthracite trade. Storage bins usually available by the middle of September for bituminous coal, are still filled with anthracite, laid in early in the summer in anticipation of a summer trade which never developed. Retailers finding their bins filled up in this way are obliged to defer the taking in of bituminous stock until such time as domestic consumers of anthracite see fit to place their orders.

While, for the reason just noted, the country trade is not as strong as it otherwise would be, a good volume of tonnage is being absorbed weekly at prices ranging about as follows for Springfield coal: Screenings, 60@70c f. o. b. the mine or \$1.35@1.45 f. o. b. Chicago; run-of-mine, \$1.10@1.15 f. o. b. the mine or \$1.85@1.90 f. o. b. Chicago; inch-and-a-half lump, \$1.25@1.30 f. o. b. the mine or \$2.00@2.05 f. o. b. Chicago; domestic sizes, \$1.45@1.55 f. o. b. the mine or \$2.20@2.30 f. o. b. Chicago.

#### Northern Illinois Coal Market Good.

Operators in the northern Illinois field express themselves as on the whole well satisfied with the conditions prevailing both as to demand and as to prices. Circular prices are being quite well maintained on business outside of Chicago and the volume of the business in such territory is sufficiently large so that operators generally are refusing to grant any discounts for city trade, declaring that Chicago consumers who desire to purchase this product must pay the same prices which are obtainable elsewhere. Standard quotations for northern Illinois coals when shaker-screened and well prepared in general are as follows: Six-inch chunks, \$2.25 f. o. b. the mine or \$2.75 f. o. b. Chicago; two-inch lump, \$2.15 f. o. b. the mine or \$2.65 f. o. b. Chicago; large egg, \$2.15 f. o. b. the mine or \$2.65 f. o. b. Chicago; washed screenings (two-inch nut, pea and slack), \$1.60 f. o. b. the mine or \$2.10 f. o. b. Chicago.

Operators in the Indiana coal field are beginning to reap the benefit of increased activity of trade in the smaller cities and towns of the territory upon which they depend for their business apart from Chicago and its environs. In common with the rest of the country, however, they are finding difficulty in securing a car supply sufficient for handling the full volume of business which is available. At the same time this is not an unmixed evil, as it prevents the possibility of the various markets being flooded and aids in the maintenance of prices, affording a reasonable profit. Standard Greene and Sullivan county product during the past week has sold at the following prices: Screenings, 65@75c f. o. b. the mine or \$1.45@1.55 f. o. b. Chicago; run-of-mine, 95c@1.05 f. o. b. the mine or \$1.75@1.85 f. o. b. Chicago; inch-and-a-quarter lump, \$1.10@1.20 f. o. b. the mine or \$1.90@2.00 f. o. b. Chicago; four-inch egg, \$1.40@1.50 f. o. b. the mine or \$2.20@2.30 f. o. b. Chicago. In so far as Indiana coal is coming to Chicago it is obliged to conform to prices locally prevailing, as quoted above for Springfield product, but the large proportion of the output is not coming to the Chicago market.

Brazil block coal is hardly as strong as it was two weeks ago, the effect of competition, now that other products are moving more freely, tending to depress the market for this grade of coal which is at a disadvantage from the fact that it is mined from thin veins at correspondingly higher producing cost. The prevailing circular for lower vein Indiana block coal is \$2.15 f. o. b. the mine or \$2.95 f. o. b. Chicago in open cars with ten cents added to these prices when shipped in box cars, but this product can be bought in Chicago at \$1.95@2.05 f. o. b. the mine or \$2.75@2.85 f. o. b. Chicago.

#### Chicago Market for Eastern Bituminous.

Comparative lightness of demand still characterizes the Chicago market for the more eastern bituminous coals, although the call for these descriptions is noticeably stronger than it has been. Shipments from the mines to the lake shipping ports is in better control because of the action of the railroads in placing embargoes upon those mines which were not unloading cars promptly at destination. The advantage thus secured, however, is almost completely offset by the serious and increasing scarcity of cars, so that there has been very little improvement as to freedom of movement all-rail through to Chicago or other western points. From some mines there seems to have been less difficulty during the present week in obtaining supplies, but for the most part the situation remains practically unchanged.

Reports on the standard smokeless coals vary considerably as regards relation of supply to the demand. While none of the sales agents are by any means overstocked, some state that they are able to obtain supplies in sufficient quantities to meet the demands of their trade, while others continue to express great difficulty in taking care of their current business with sufficient promptness to satisfy customers. New River and Pocahontas smokeless coals are absolutely firm at \$2.00 f. o. b. the mine or \$4.05 f. o. b. Chicago and \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago for run-of-mine, with an additional ten cents paid in some cases for prompt delivery of run-of-mine. War Eagle smokeless is quoted at \$2.00 f. o. b. the mine or \$3.90 f. o. b. Chicago for egg and lump and \$1.25 f. o. b. the mine or \$3.15 f. o. b. Chicago for run-of-mine.

In common with all West Virginia products,



splint coals are greatly retarded in reaching the markets by the scarcity of cars, but supplies are coming to Chicago, and all other all-rail market in fair quantities, enabling western sales agents to take care of their trade by careful use of their resources. Three-quarter-inch lump is held at \$1.25 f. o. b. the mine or \$3.15 f. o. b. Chicago and run-of-mine, \$1.10 f. o. b. the mine or \$3.00 f. o. b. Chicago.

#### Youghiogheny and Fairmont Hard to Get.

Youghiogheny coal is in fair demand in the Chicago market, but in very poor supply, giving local agents and jobbers much difficulty in supplying their trade with regularity or promptness. The demand for Youghiogheny by the dock interests is especially heavy, absorbing the bulk of the product for which cars can be secured. The vessel supply is reported as being somewhat easier, but it is still below the needs of the trade. Light draft vessels for the smaller ports are greatly needed and ten cents a ton premium above current freight

rates is freely offered for vessels suited to this class of business. Quotations for Youghiogheny gas coal are: Run-of-mine, \$1.10 f. o. b. the mine or \$3.00 f. o. b. Chicago; three-quarter-inch, \$1.20 f. o. b. the mine or \$3.10 f. o. b. Chicago; inch-and-a-half lump, \$1.30 f. o. b. the mine or \$3.20 f. o. b. Chicago.

The increased scarcity of cars on the Baltimore & Ohio Railway is making Fairmont coal more difficult of delivery to the all-rail trade so that complaints are being heard of inability to secure sufficient supplies. This product is quoted at \$1.10 f. o. b. the mine or \$2.90 f. o. b. Chicago for run-of-mine; \$1.10 f. o. b. the mine or \$3.00 f. o. b. Chicago for three-quarter-inch; \$1.20 f. o. b. the mine or \$3.10 f. o. b. Chicago for inch-and-a-half.

The lake trade is absorbing most of the output from the Hocking Valley, all-rail business, as in the past, only receiving the minimum of attention necessary for the proper supply of the established trade. Current prices are: Lump, \$1.65 f. o. b. the mine or \$3.30 f. o. b. Chicago; three-quarter-inch, \$1.55 f. o. b. the

mine or \$3.20 f. o. b. Chicago; mine-run, \$1.30 f. o. b. the mine or \$2.95 f. o. b. Chicago; domestic nut, \$1.15 f. o. b. the mine or \$2.80 f. o. b. Chicago; nut-pea-slack, 75 cents f. o. b. the mine or \$2.40 f. o. b. Chicago; coarse slack, 50 cents f. o. b. the mine or \$2.15 f. o. b. Chicago.

The chief characteristic of the western anthracite trade is still the persistent slowness of consumers in the matter of ordering their winter supplies from their local retail dealers. As these dealers generally are now well stocked up, movement from the distributing centers is slow for the season, although quite steady in volume. This condition will of necessity continue until stocks in the hands of retailers are reduced, an event which on account of the lateness of the season will occur with suddenness when it does take place. Sales agents therefore are looking for a heavy and sudden rush of business a little later, which will tax their facilities to the utmost and even then result in hardship to many of those who have not exercised sufficient foresight.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, September 13.

The principal point of interest in the coal trade in Pittsburg this week, outside of a strong market, centers around the meeting of the "International Council of Coal Merchants." Details of this gathering of representative coal men is given elsewhere in this issue of THE BLACK DIAMOND.

In passing it is pertinent to say that we trust all of the retail coal dealers in the country are like their representatives to this meeting, and we venture the opinion that their equal can not be found among a general gathering of any other lines of trade anywhere or at any time. For unanimity of spirit, a clear understanding of the salient points pertinent to their interests, straightforward statement of matters in which they are interested, a desire to promote the general welfare of the retail coal trade, and a broad-minded and conservative view of all matters pertaining to the general coal industry, the delegates in attendance at their annual meeting are coming up fully to the expectations of their friends and the coal dealers throughout the land.

The coal producer in Pittsburg today walks with a kind of "swagger" and assumes airs that he would not dare have taken on four months ago. One hip pocket is full of bills receivable, and the other one bulges with unfilled orders. It is not an unusual thing for a producer to quote a price at, say, ten o'clock in the morning, insist on asking five cents a ton more at the lunch hour, and get his advance readily. It is not so much a question of price in the Pittsburg district today as it is a question of supply.

#### River Shippers Anxious for a Rise.

The only apparently dull people in the coal trade here at present are the river shippers. The rain does not fall, and consequently the rivers do not rise; but "wait," say the river men. And waiting does not mean that they are idle. The river mines are all hard at work and running full, and will soon have the biggest stock of coal on hand that has ever been accumulated.

Shippers of both coal and coke by rail are "full up" with orders, and are having a strenuous time in keeping up with the demands made upon them.

Cars continue short, and it keeps the coal shippers on the jump to obtain enough of them to fill contingent orders. Every kind of car, good, bad or indifferent, if it will hold together and can be used at all, is now pressed into service for shipments of coal and coke. The reason for the continued car shortage is given in the explanation of a prominent railway official, who says: "On account of the unusual prosperity in the Pittsburg district, among all producers of heavy stuff, such as coal, iron and steel, it is not strange that the railroads can not furnish enough cars to transport the materials offered for shipment."

Pertinent to the above it is understood that the principal roads entering Pittsburg, notably the Pennsylvania and Baltimore & Ohio, have recently placed large orders for steel coal cars with the proviso that they are to be hurried forward with all possible dispatch.

#### Labor Supply Still Short.

Labor continues short in the district. The Wabash railroad is making efforts to get a small army of men for work on their Western Pacific road. Placards on their depot and office building and want ads in the daily press announce the fact that they want five thousand men, and that \$2.00 a day is assured and possibly more may be paid. This call might at a different time cause a stampede among the laboring classes, but the same wages are paid here and the laborer is satisfied apparently with his present job.

A small falling off is noted in the shipments of coke from the Connellsville region for the week; the loss is only a slight one and is not caused by any lack of orders and has had no effect whatever on prices.

The long drawn out strike of the miners employed by the Pittsburg Plate Glass Co. still continues; some interest is thrown around the case by the public statement appearing in the daily press of President Frank Feehan; this "defi," as it might be called, is somewhat like the last gasp of a dying animal. The company is mining coal and adding daily to its output.

Prices of coal for the week remain with but slight advances, but the market is much stronger in tone. The demand is heavy and the supply can not keep pace with it. Operators and dealers are not only conservative but extremely independent in their views of the situation, and dealings with their customers.

Run-of-mine coal is strong at \$1.25@1.40 per ton f. o. b. the mine; lump is selling at \$1.40@1.50 per ton f. o. b. the mine; three-quarter-inch is listed at \$1.35@1.45 per ton f. o. b. the mine; and slack is bringing 80@90c f. o. b. the mine. All of these prices are a slight advance over last week; slack is again a prominent figure in the market and is hard to obtain at any price.

There is no change to note of any importance in the coke market; the same prosperous state of affairs continues. Not once but several times during the week your correspondent has heard coke producers express satisfaction with prices ruling at present. An increase of product is what is wanted, and from reports at hand it will not be long until a much larger output will be obtainable.

#### Current Coke Quotations.

Furnace coke is quoted at \$2.85@3.00 per ton f. o. b. the ovens; foundry grade is strong at \$3.35@3.55 per ton f. o. b. the ovens.

There is no change to note in prices of coal and coke or anthracite coal for domestic use, but prominent retail dealers say that orders for

future supply in the form of contracts are coming in, with but little anxiety or eagerness on the part of the dealer for accepting them.

The general air pervading the Pittsburg district among the coal and coke people is one of prosperity and contentment and all persons connected with the industry seem to be inclined to "let well enough alone."

#### GENERAL AND PERSONAL NOTES.

W. G. Conkright, manager of the Old Colony Coal & Coke Co., has resigned his position with that company.

Captain Frank Glaser, connected with the Monongahela River Coal Co., has gone to Georgian bay, where he will remain for several weeks. Mr. Glaser is accompanied by his family.

W. H. Crump, of the Monongahela River Consolidated Coal & Coke Co., has returned to the city, having spent his vacation of several weeks in an automobile trip through the eastern states.

George W. Theiss, vice-president of the Monongahela River Consolidated Coal & Coke Co., is spending his summer vacation with his family at Mt. Clemens. Mr. Theiss will not return to the city until October.

Thomas J. Hawkins, of Pittsburg, has bought the Bird property near Derry, Westmoreland county, Pa., for a sum approximating \$12,000. There are 130 acres in the tract, and it contains a seven-foot vein of Freeport coal.

Mr. J. L. Good, the Buffalo agent of the Pittsburg-Buffalo Co., is spending most of his time at Pittsburg this summer. Mr. Good is a busy man and a great hustler, and is always on the spot when wanted. He is one of the most popular men in the coal trade in the city.

The Pittsburgh Coal Co. has entered suit against the Pittsburg & Lake Erie Railroad Co. to recover \$25,000 damages, resulting from an explosion and fire at Port Royal mine No. 2 in September, 1905, which, it is alleged, was caused by employes of the defendant company who were trespassing on the mine property.

The machine and blacksmith shops of the Penn Gas Coal Co. at the Penn Station mine, near Pittsburg, were destroyed by fire this week. It is thought that the fire was caused by an incendiary, as a few weeks ago the fan house at the same mine was burned. The Penn Gas Coal Co. mine was the center of the strike troubles last spring.

The Baltimore & Ohio Railroad Co. is reported to be figuring on placing contracts for five thousand new cars, to be used principally on the Pittsburg division. The greater number of these will be steel coal cars, and this addition to the rolling stock of the road is forced upon the company on account of the enormous demand for cars from the coal shippers.



Rivermen at Pittsburg are taking advantage of the dull shipping season by vacations. This year so far has been divided up by spurts and dashes with few weeks intervening for recuperation. The present freshet system of shipping causes spells of dullness and then when there is water a concentration of energies day and night results until the rise is passed and the boats started.

Capt. James A. Henderson, the genial and popular head of the Pittsburg & Cincinnati Packet Co., left the city this week for a trip through Canada by way of the Great Lakes and St. Lawrence river. Captain Henderson will also take an ocean trip, arriving in New York by September twenty-fifth to attend the annual convention of the National Board of Steam Navigation.

"Five Thousand Men Wanted," are the words on a banner hanging at the Wabash depot at Pittsburg. Inquiry discloses the fact that the men are wanted for construction work on the Western Pacific railroad, the new Gould line, and wages of \$2.00 per day are being offered. From present indications the railroad company will not get many to go from this section. Labor is scarce here now, and every man that can handle a pick and shovel is already employed.

When the special committee appointed by the Pennsylvania Railroad Co. to investigate the charges of graft makes its report next month it is reported that a large number of minor officials and employees will resign their positions rather than dispose of their stock in the various coal companies along the system. It is said that the incomes received by many of the employees of the railroad from various coal companies is, in many cases, far more than the salaries that they receive.

We quote from a circular announcement recently sent out by the Monarch Coke & Coal Co., of Uniontown, Pa.: "We beg to announce that we have opened a sales office on the twelfth floor of the Frick Annex, Pittsburg, Pa. Kindly address all communications concerning sales, contracts, etc., to this office. Our shipping and accounting office will be continued at the same address in Uniontown, Pa."

Col. J. M. Schoonmaker, vice-president of the Pittsburg & Lake Erie railroad, has issued a statement concerning a report which has been circulated among coal and coke shippers that car distribution has been taken out of the hands

of the local officers and is being managed by New York Central officers in Chicago and New York. "That report is a mistake," said Mr. Schoonmaker. "Car distribution at Pittsburg is in the hands of local officials, as it has been for years, and the Pittsburg & Lake Erie railroad is trying to maintain, and, we believe, with success, the excellent service it has always given shippers in regard to prompt compliance with orders for cars."

President Frank Feehan, of District No. 5, United Mine Workers of America, comes out in the daily papers at Pittsburg with a statement relative to the trouble between the miners' union and the Pittsburg Plate Glass Co. After quoting the injunctions ordered by the courts, restraining the officers or men from interfering with the glass company in the operation of their mine, he closes his statement as follows: "Notwithstanding this the miners are still firm at both of the mines of the said company and still refuse to work until a settlement has been effected." The mines of the company are both being operated, and it looks as if the men formerly employed by them will have to seek employment elsewhere.

Attention is called to an announcement in the advertising columns of THE BLACK DIAMOND of a change that has been made by the Old Colony Coal & Coke Co., of Pittsburg, whereby their entire product will be handled by the Moreland Coke Co., of Pittsburg. In acquiring the control of the output of the Old Colony Coal & Coke Co. the Moreland Coke Co. will take rank among the foremost producers of coal and coke in the Pittsburg district. At present the Moreland Co. controls the product of five mines, having a daily output of about four thousand tons of coal. Their coke ovens are producing daily about 750 tons of coke. In the near future an additional mine will be opened up by the company, which will add largely to the present capacity.

After an almost continuous increase in business during the summer, a small reduction is noted in the coke trade for last week. In all probability this will be more than made up within the next two weeks. Contracts for coke for 1907 are being considered on a basis in advance of former contracts. The outlook for the remaining fall months is for a large and doubtless much heavier output than has ever been known for a similar period. In the Connellsville region the production for last week

amounted to 278,807 tons, and the shipments aggregated 12,080 cars. Estimated on reports from shipping points the shipments amounted to 277,840 tons, a decrease of 1,449 tons from the previous week. To the above should be added the output of the lower Connellsville region, which makes the total output for last week 16,039 cars, or 384,283 tons.

A scarcity of cars has been annoying the large concerns in the Pittsburg district for some time. Last week it grew very bad and delayed business to a great extent, but this week there is a better supply on hand and the manufacturers and coal operators report that they are getting their orders started on the road in better shape than they have been able to do for some weeks. Vice-President Woodford, of the Pittsburgh Coal Co., states that the railroads have not been able to give any other reason for the present shortage of cars than the enormous tonnage that is being shipped over their lines on account of the general prosperity existing in this vicinity. It is said that the shortage of cars is worse at the present time on the Pennsylvania lines than on either the Baltimore & Ohio or Lake Erie railroads. Orders have been placed recently by a number of roads for more cars and it is expected that the congested condition will be relieved in the near future.

Railroads operating in Pennsylvania and particularly in the Pittsburg district, will revise the coal rates within a short time, following the action taken last week at a meeting of representatives of the coal-carrying roads. The differential rates will be abolished and competing and non-competing points will be on the same basis after January first. It is understood that this change is to be made in accordance with a ruling recently made by the Interstate Commerce Commission. This means that the tariff rates will have to be revised, as under the present system coal may be received at a non-competing station which is a shorter haul than the competing station and yet shippers must pay more than the long haul rate. It is said that coal shippers have taken this matter up with the higher railroad officials after a conference with representatives of the Interstate Commerce Commission, and that the railroad men have agreed to consider this matter. It is likely that the meeting will be held within the next week or so, as it will require some time to revise the tariff sheets, and it is intended to make the change effective January first.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, September 13.

The general Cincinnati market shows little change from last week. The greatest shortage of cars ever known at this season of the year continues unabated, and the prediction is freely made by persons well versed in existing conditions, that a better condition in regard to cars may not be expected until next spring. Some persons seem to think that after the completion of the coal trade of the lakes, a considerable relief may be looked for; but others claim that bad weather later in the season will more than counterbalance any improvement that might be expected from the closing of lake navigation, and the consequent releasing of the cars used in the lake trade.

Speculations are idle at this time, however, and conditions as they exist must be dealt with. As intimated in the beginning of this report, the general demand for coal is excellent. This statement applies to all grades handled here. The greatest firmness exists in the market for smokeless fuel. Pocahontas and New River producers report that they are nearly all sold far ahead, and that they are not now taking any orders for lump and egg less than two dollars a ton f. o. b. the mines, which is equivalent to \$3.15 a ton delivered on switches in Cincinnati. Dealers who have put off buying their smokeless coal until now will find themselves hauling at Thanksgiving the coal they are now ordering. They will doubtless feel like giving thanks if they get it

before the end of November. The demand for Pocahontas and New River run-of-mine is not so great as for lump and egg, and a few dealers, who can use the fine coal, are buying run-of-mine and forking it to get lump coal. In this manner they can get lump much quicker than through the regular channels. With most dealers, especially dealers in small places, however, the getting rid of what fine coal is in the regular lump is a serious matter, and to handle run-of-mine is entirely out of the question.

The market on splint coal is firm and is still improving. One dollar and sixty cents a ton is the current quotation on standard grades of splint lump, while a very few concerns are still offering coals of off quality for \$1.50 a ton at the mines. A prominent Thacker agency has issued circulars naming two dollars a ton for lump, and other grades in proportion. These prices are the extremes at this writing.

### Nut-and-Slack Easy but Firm

Nut-and-slack is a little easier this week, but there is no such quantity on the market as to break prices. As already noted several times in this department, there are so many different kinds of nut-and-slack offered in this market that in normal times and upon a normal market each sells upon its own merits, and the range of prices is from sixty cents a ton at the mines for the poorest stuff offered, to ninety cents a ton for the very best. There is now no good fine coal being sold for less than seventy-five cents a ton, and there is no poor nut-and-slack bringing

more than seventy cents. Splint run-of-mine is improving in nearly the same ratio as lump coal. One dollar and ten cents is the prevailing price for ordinary qualities, while a few special brands are selling as high as \$1.20 and even \$1.25 a ton at the mines. War Eagle lump is quoted at two dollars a ton at the mines on the Norfolk & Western railroad, War Eagle run-of-mine \$1.20 and nut-and-slack eighty cents.

The river-coal market is quite firm notwithstanding the fact that during the past week several light tows of Kanawha coal were added to the stock in the Cincinnati harbor. Lump of standard quality is worth seven and one-half to eight cents a bushel, and nut-and-slack five to six and one-half cents a bushel afloat in barges.

The recent flurries in iron and steel have had a direct effect upon coke, and prices have advanced during the past few days to \$3.50 a ton at the ovens for foundry coke and \$3.25 a ton for furnace coke. There is a great scarcity of cars in the coke trade, and shipments are frequently greatly delayed on account of the inability of the ovens to get proper equipment. There seems to be a scarcity of labor around many of the large coke producing plants, and this, too, is having its tendency to make coke hard to get and to justify the advance in price.

### The Cincinnati Retail Trade.

The retail trade of the city is neither very good nor very bad, but going along without a single ripple of excitement. No prices have been changed, but there is some likelihood of an ad-



vance of twenty-five cents a ton on October first. Last year the dealers made the mistake of not raising the price until December first, and when they all came up together at that time, the county prosecutor of Hamilton county proceeded to indict twenty-three of the most prominent dealers, and gave them the scare of their lives. If they had raised the price before the advent of cold weather, no notice would have been made of the advance. Splint lump, delivered to families, is now sold at \$3.25 a ton, Pocahontas and New River four dollars, and anthracite \$7.50. Nut-and-slack for steam purposes is worth from \$1.90 to \$2.25 a ton delivered to factories, breweries and such places.

The railroads have lifted the embargo on shipments to the lakes. Last week when this embargo was in force, a considerable quantity of coal that would have otherwise gone to the lakes was diverted into this market, and it helped out wonderfully two or three rather large concerns that were getting farther and farther behind in filling their local orders. There is no such thing as demurrage coal in this territory at this time.

#### NEWS NOTES AND PERSONALS.

George Sweeny, general manager of the Hull Coal & Coke Corporation, is spending a few days in Cincinnati.

Richard Ellison, of C. G. Blake & Co., returned a few days ago from Round Pond, Maine, where he spent his vacation.

James W. Grimes, one of M. T. Roach's right hand men in the New River-Kanawha Fuel Co., Charleston, W. Va., was here for several days this week taking in the Fall Festival and visiting friends.

The report was current Wednesday that the Borderland mines on the Norfolk & Western railroad were out on a strike of some kind this week. Mr. C. R. Hinch, the local representative of the Borderland Coal Co., did not know the cause of the reported trouble.

In nearly all the Cincinnati coal offices are now seen the traveling salesmen of the concerns, with their feet on their managers' desks, and enjoying themselves doing nothing. Most of the selling concerns here are well sold up, and a number of the larger companies have called in their salesmen.

G. T. Honaker, connected with the Edgewater Coal & Coke Co., in the Marrowbone district of Kentucky, was a Cincinnati business visitor during the past few days. While here he was entertained by Fred Buskirk, who has charge of all the southern business of the Cincinnati Gas Coke Coal & Mining Co.

Morris O. Brooks, general manager of the Chesapeake & Ohio Coal & Coke Co., spent several days here this week going over the affairs of his company with Messrs. Burlingham and Briscoe, the managers of the Cincinnati office of his company. Mr. Brooks left for Richmond, Va., Wednesday morning.

Harry R. Neilson, general sales agent of the Winifrede Coal Co., was notified Tuesday of this week that his company's miners all came out on a strike Tuesday. Mr. Neilson was unable to tell

the exact trouble, but he said that he had had word from the superintendent of the mines to the effect that the miners would all be working again next week. There is no trouble about wages. It is about union and non-union rules.

Two coal concerns of Cincinnati are making fine displays in Machinery Hall at the Cincinnati Fall Festival. The Marmet Coal Co., in addition to a creditable showing of the various kinds of coal it produces and sells, is giving away tickets which entitle the holders to a chance to win fifty tons of coal free. In other words, fifty persons will get a ton of coal free. It is needless to say that thousands of persons crowd around the booth to get the free tickets. Incidentally, each person writes his or her name and address on the ticket. The other display is made by the Consolidated Coal & Mining Co., local agents for "Black Betsy" coal. Black Betsy, a neat and clean colored woman, has charge of the booth, and hands out attractive advertising matter to the passing multitude.

Messrs. F. C. Todd, president, J. J. Sullivan, vice-president, and G. S. Calder, treasurer, of the Damascus Coal Co., of this city, have formed a company called the Automatic Smoke-Prevention Fuel Economy Co., and will market at once, a patent smoke-preventing and fuel-economizing device which is said to be far ahead of anything of the kind ever placed on the market. They have already installed their device upon the boilers and furnaces of the Val. Duttonhofer & Sons Co.'s shoe factory, the Model Laundry, the Chatfield Power building, First National Bank building, Crown Brewery and other plants, and an invitation is extended to anyone interested to visit these plants, and inquire into the workings of the device. Messrs. Todd, Sullivan and Calder are all widely and favorably known in Cincinnati, and when they say they can prevent a minimum of ninety per cent of the smoke now issuing from any chimney, and at the same time save from five to fifteen per cent in fuel, their statement carries great weight, and just now, when the strongest agitation ever made in this community for the elimination of smoke, is being made, they are literally besieged with inquiries both from coal users and coal sellers. These gentlemen are so sanguine of success that they positively guarantee their device, and further guarantee to keep it in perfect condition for ten years for a maximum sum of five dollars a year. The total cost of installing it upon an ordinary size boiler is something like one hundred and fifty dollars. It conforms to and meets the requirements of municipal ordinances and laws covering the abatement of the smoke nuisance. They are now making their plans to put into commission over one thousand of their smoke-preventing and fuel-saving devices during the next few months. As soon as they get the manufacture of the device started in large quantities, they will enter the field of smoke prevention in other cities, but at present it is understood that they will confine their efforts to Cincinnati. United States and foreign patents fully protect them from infringements. Messrs. Todd, Sullivan and Calder are being congratulated by their friends upon having struck such a bonanza, and from present appearances the Damascus Coal Co. will soon be the side issue of the other company.

beginning to open their big houses and order furnace coal for the winter. This makes the demand for the egg size very great. Fortunately for consumers the retailers did not carry out their determination to raise the price on September first, though fair warning was given that they would. They have concluded to hold off until October first, when the price will go up from \$7.25 to \$7.50 per ton.

C. B. Grandy, a coal man of twenty-four years' experience, who has been in business for himself in Toledo under the name of "C. B. Grandy," has come to this city to take general charge of the coal business of Alex Y. Malcomson. He will still continue his office in Toledo. Before starting in for himself last February Mr. Grandy was northern sales agent for the Pittsburgh Coal Co., Ohio, Michigan and Indiana; in fact, the middle west has been his stamping ground during the entire twenty-four years that he has been connected with the coal business. Mr. Grandy's coming to Detroit will not cause any change in the personnel of the Malcomson office, for he will simply be Mr. Malcomson's personal representative, devoting his time chiefly to buying coal at the mines and keeping in touch with customers of the middle west.

About seven hundred tons of coal consigned from the Pittsburg mines to the Algoma mills went down with the steamer Nelson Mills in St. Clair river last week. Two lives were lost.

#### Southern Coal Conditions.

MEMPHIS, Tenn., September 13.—(*Special Correspondence*)—The city of Memphis has had a price fight on among the retail coal firms that has attracted a good deal of attention the last few days. Business conditions otherwise would be healthy. The wholesale trade seems to be all right. Various of the local authorities on coal take different views on the situation at present. While there has been a fight going on in the retail market, it is thought that it will soon draw to a close. The shortage of cars and the heavy demand for coal is forcing the prices at the mines to such a point that the present retail prices can not be maintained.

As to the carload conditions, all mines on the Illinois Central, Frisco and the Southern railway systems report a shortage of cars and inability to run over two-thirds time. Movement is already very slow and as soon as the cotton crop begins to move the greatest shortage of coal that has been experienced in a long time is expected. The different coal-bearing roads each year are confining their coal equipment more and more to their own lines and it is getting almost impossible to make shipments to points off of the coal-bearing roads.

The Alabama market is stronger than ever known at this season. Kentucky mines on the Illinois Central report orders on file to run full time for the next ninety days, and Louisville & Nashville mines in Kentucky report business better than usual at this season.

Five dollars per ton is the price to which coal will probably go in Knoxville next winter, thus exceeding the maximum price of last winter by fifty cents per ton and reaching a price which has been attained but two or three winters in recent years. Domestic coal is now retailing at \$4.00@4.25 per ton, \$3.75@4.00 per ton being made to large consumers, and there will probably be a raise in the retail price in the near future.

The ton price is hardly ever raised less than twenty-five cents at a time, when raised at all, and this would at once bring the price to the retail maximum price of last winter.

Less than one-third of the coal visible on the Knoxville markets at this time last year is in sight now, and the retailers are preparing for the winter's trade as rapidly as possible.

The price is likely to advance in District 19, United Mine Workers, owing to the raise in the wages of miners as agreed upon at the recent joint district convention of miners and operators. Advances of fifty cents per ton on certain grades of domestic coal have already been made, carrying the prices at the mines on these grades to \$2.25@2.50 per ton.

Regarding the demand for coal, however, an operator says he has not found such an excessive demand for coal for industrial purposes in the south as has been reputed to exist. He

## The Detroit Coal Trade.

DETROIT, Mich., September 13.—(*Special Correspondence*)—While the coal men of this section of the country always look forward with fear and trembling to the annual car shortage, they did not expect this year the serious condition that confronts them. Even the Hocking valley and the Pittsburg districts feel the effects of the car situation. The latter people even find difficulty getting cars to send coal to the steamers for lake shipments. Outside railroads, fearing that if cars are sent into Michigan at this time, they will be held there by the beet sugar factories and temporarily lost, have instituted an embargo at Toledo, preventing all cars from crossing the line. While lake rates are practically the same as usual, premiums are no unusual thing nowadays.

Owing to the car shortage prices are very strong and the demand is good, especially for

three-quarters and run-of-mine. Even fine coal shows strength this week, for there are very few cars on track—another effect of the car shortage.

There is a good demand for Pocahontas of the graded varieties and the demand for run-of-mine is fair. On the Chesapeake & Ohio and Norfolk & Western roads, the car situation has eased up a little, but not enough to cause very much rejoicing.

Solvay coke has gone up twenty-five cents, from \$5.25 to \$5.50.

#### The Local Retail Market.

Though the anthracite agents are being bothered by the car shortage, yet the retailers are well stocked up and able to take care of their customers. Rich Detroiters are returning every day from their long summer vacations and are



has been compelled to dispose of the greater part of his output of this class north of the Ohio river. Of domestic coal, however, he has had no difficulty in disposing of his output.

The recent rises have allowed a number of heavy tows of Pittsburg coal to get down the river, and Memphis and all other river points have a large supply of Pittsburg coal.

#### GENERAL AND PERSONAL NOTES.

Mr. Brown, of Bevier, Ky., was also in the Bluff City looking after coal matters.

Mr. Halstead, of Green River, Ky., was a caller on the retail coal people of Memphis recently.

F. A. Grider, of Birmingham, Ala., was in Memphis a few days ago looking after his mine interests with the local trade.

The St. Bernard Coal & Mining Co., of Nashville, has been awarded the contract for furnishing the coal for the Tennessee School for the Blind in that city. This is a nice little \$1,800 contract.

The McLaughlin Coal & Grain Co.'s office on Front street was visited. This firm will operate two yards this fall and winter. They report that they have begun to fill a good many retail orders

for the winter time. They do some little wholesale business. The firm handles Jellico coal, Kentucky, Alabama and some Illinois coal.

The Galloway Coal Co., of this city, is concentrating a great deal of attention on its retail and wholesale business in this city at the present time. They have several yards and are doing a large local trade.

The Willins Coal Co. was visited at its office on South Main near the Union depot. It reports the fall business opening up nicely, and thinks that as soon as price questions are corrected that the autumn season in Memphis will be good.

Huntsville, Ala., gentlemen have organized the Straight Mountain Coal Co., which will operate in Etowah county, Ala., and develop coal mines on Sand mountain. The company is capitalized by Henry J. Certain, Robt. T. Baugh and others with a capital stock of fifty thousand dollars.

The Broadway Coal Co. on Madison street is operating two yards in the city now, and reports business prospects as good in Memphis barring the price-cutting features of the last few days. W. W. Simmons, of this company, has been spending a part of the present week at mines in McHenry, Ky.

are buying coal ahead. The result will, however, doubtless be the same as usual. There will be a grand rush later on when the consumers have to have coal in a hurry.

There is already a car shortage that may last far into the winter. In fact, the prospects of ample transportation facilities are not as good as usual—and they have never been what they ought to be.

#### Indiana Railways Swamped with Business.

Nearly every Indiana railroad has about twice as much business now as it can handle. The crops are heavier than usual and there is an enormous demand for cars to move it. Furthermore, nearly every line of business is prosperous and the railroads are nearly deluged with orders for cars. The result is that the coal trade is already suffering a shortage of flats and many of the mines are suffering enforced idleness. There is no prospect of a break in the conditions so it would not be surprising if the shortage in cars should result in an increased price for coal with the advent of cold weather, as there is bound to be a shortage in the supply of fuel.

Right now most of the dealers have their yards running over with coal. They are not doing much domestic business, for it has been too hot to think of coal. The steam trade is doing fairly well, but it is mostly contract coal that is being shipped. There is comparatively little doing in free steam coal. However, there has lately been a slight advance in prices all along the line.

West Virginia, Pittsburg and Ohio coals have advanced from ten to twenty cents a ton. The ruling prices at the mines for Indiana coal follow: Screenings, 65¢@75¢; run-of-mine, 95¢@1.05; one and a quarter inch lump, \$1.10@1.20; four-inch lump, \$1.40@1.50; egg lump, \$1.60.

#### Increased Demand for Steam Coal Expected.

A well known operator expressed the opinion today that the demand for steam coal would be ten per cent greater than ever in Indiana this year, owing to the general prosperity in all lines of business. He declared that the steam trade is increasing, although the prices are not any higher than usual. He also predicted that there will be a better demand for domestic coal, as the farmers are forced this year more than ever to take to coal, as timber is too scarce and too costly for fuel. More tons of coal than ever will be consumed during the coming winter on Indiana farms. The volume of coal consumed will probably be greater even if prices are not higher.

The Indiana operators are preparing to make a stiff fight to protect their local markets against outside coal from West Virginia and other eastern fields. They are especially concerned over the situation here where there is a very determined fight to abate what is known as the "smoke nuisance." There has been a crusade against the use of coals that produce a heavy volume of smoke.

So-called smokeless coals have been advocated so vigorously that West Virginia coals have been increasing in popularity here. The city officials have been insistent on the general adoption of smoke consumers or the use of smokeless coal.

The Indiana operators insist that there is a lot of buncombe in the talk of smokeless coals, and a delegation of them headed by Phil Penna, of Terre Haute, and W. W. Hubbard, of Indianapolis, called on Mayor Bookwalter to present their case.

They declared that a mountain is being made of a molehill and that the so-called smoke nuisance is not nearly so great as represented. They asserted that Indiana coal is being discriminated against in the effort to have the alleged smokeless coals adopted generally. They declared their intention of beginning a vigorous fight to end the discrimination.

I know of no better source by which the retailer can keep informed as to trade conditions than THE BLACK DIAMOND.—Southern Fuel Co., Dallas, Tex.

## Mining News from West Virginia.

WHEELING, W. Va., September 13.—(*Special Correspondence*.)—There is no perceptible change in the production centers of West Virginia from the conditions recorded recently. Their output is gauged according to cars available at the mines and congestion at terminals or at lake and Atlantic coast ports.

Smokeless and other coal from the New River region has suffered severely from frequent embargoes on through shipments to tidewater. These embargoes may be expected in busy seasons until additional pier facilities are provided, and some of them are under course of construction now.

Pocahontas and other Norfolk & Western coal is enjoying a fairly steady trade. This section is not showing the spasmodic slumps and spurts of the adjoining New River field, largely because the situation is under more uniform control, and there is not so much new development either.

Out of Fairmont the shipments are also reasonably steady, although subordinated to car service, and the prevailing labor shortage which this district suffers in common with the other coal regions.

The statistical report of the New River shipments for August shows an increase over July of nearly forty-nine thousand tons of coal, but the month's total, 421,195 tons, is still low. There were only 389 cars of coke sent out. About half of the coal went to tide.

#### Coal Fields on Coal & Coke Railway.

Hon. Richard C. Kerens, of St. Louis, has just made a tour of inspection over the new coal and coke railroad, running from Elkins to Charleston. Mr. Kerens is associated in that enterprise with Senator Elkins and ex-Senator Henry G. Davis, and after his trip he declared that in his opinion the road taps one of the greatest coal fields in the country.

The Coal & Coke has been operating about a year now, but it is losing an average of \$30,000 a month, according to common report. The coal along its route has not yet been developed to any extent, although there are plans ahead for operations on a large scale. Near Charleston there is some activity, but there are no really important operations yet.

Operators along the Chesapeake & Ohio railroad were greatly interested this week in the information from Richmond that the road had closed a contract for the purchase of two thousand composite gondola cars. All of these, and probably more, could be used readily in accommodating the resources of that region.

Just recently the Fairmont Coal Co. made arrangements for two thousand cars for its own use, so it will be seen that that number of cars is not extraordinary with the present heavy production.

#### GENERAL AND PERSONAL NOTES.

Judging by complaints from eastern Ohio work is seriously hampered by car shortage, some of the mines working only two or three days a week.

President L. E. Johnson and other officials of the Norfolk & Western have been inspecting the Tug and Dry Fork branches, with a view to improving the roadbed and making other improvements for the handling of the coal trade.

It is said that the Guyan Valley branch of the Chesapeake & Ohio railroad will be extended further into Mingo county for the purpose of reaching virgin coal territory. Rights of way are now being secured. There is rich coal there and in thick veins.

The Lilly-Hume smokeless is the latest coal company to be chartered to operate in Raleigh county. The plant will be located at Blue Jay. Raleigh county is treading hard on the heels of Fayette for production honors in the New River region and it is only a question of time until its output will be very large.

A conference was to have been held in Wheeling this week between a committee of the eastern Ohio operators and the officials of the miners' union over the question of cleaning out bottom coal. They were to have inspected the old Kelly mine, at Portland, which was to serve as a basis for comparisons and an agreement, but the conference was called off, and no date was set for the gathering in the future.

timers as J. Smith Talley, of Terre Haute, said was the worst in many years.

Well informed operators say that the outlook for the coming winter is not very bright, but as a rule a majority of the members of the trade are not borrowing trouble. On the contrary, they are inclined to be optimistic for a while longer. The demand is still light, as very few

## The Coal Trade in Indiana.

INDIANAPOLIS, Ind., September 13.—(*Special Correspondence*.)—The outlook for the coal trade in Indiana at this time is not bright enough to warrant the increase in wages granted by the operators last spring in the interest of industrial peace. The operators and dealers will have to watch their corners closely if they do much better than they did last season, which such old-





## Western General and Personal Notes.

The Peabody Coal Co. has opened an office in St. Paul with R. E. Seymour, northwestern sales agent in charge. The new office is located in the Endicott building.

Walter Zoller, of the firm of Bell & Zoller, Chicago, who has been enjoying a two months' European trip with his family, arrived in Chicago on Monday of this week.

A. M. Ogle, president, and C. E. Barrett, secretary of the Vandalia Coal Co., both of Indianapolis, were in town this week on business connected with the completion of organization of the Colonial Coal Co.

The MacBride Coal & Coke Co. has succeeded to the business of MacBride, Simpson, McMillan Co., Fisher building, Chicago. The new company will take care of all contracts and assume all liabilities of the old company.

Gordon Buchanan, president of the Wilmington Star Mining Co., Chicago, is making an extended trip in the east, chiefly to New York city and interior points in the state of New York. He will be absent from home about three weeks.

E. S. VanSant, vice-president and secretary of the Globe Coal Co., Old Colony building, Chicago, returned Sunday of this week from a two weeks' vacation spent at Tomahawk and Flambeau lakes, Wisconsin, in pursuit of the gamey muskallonge.

The Pullman Fuel Co. is another new wholesale concern that will make its bid for business in the Chicago field. Offices were opened this week on the tenth floor of the Plymouth building. J. W. Flanagan, formerly with the Central Coal & Coke Co., has been appointed general manager.

Wm. S. Noble, who was manager for Hite & Rafetto at Chicago for several years, was calling on his friends in the trade this week. "Billy" has forgotten all about the coal business and is helping build a railroad down in southern West Virginia. He makes his headquarters in New York city.

Operators who make their shipments over the Pennsylvania lines received formal notice on Wednesday that hereafter coal loaded in cars belonging to the Pennsylvania and Vandalia companies would only be permitted to go off from their own lines under unusual circumstances and by special authorization.

Friends of "Zeph" Davis, formerly connected with the Lehigh Valley Coal Co. at Chicago, and later with the Davis Colliery Co., will be glad to know that he is getting along nicely in St. Louis. He is manager of the car sales department of De Camp Bros. & Yule, who are located in the Missouri Trust building.

Gardiner H. Reeves of Minneapolis, secretary of the Northwestern Coal Dealers' Association, and R. E. Harris, secretary of the Michigan & Indiana Retail Coal Dealers' Association, were Chicago visitors on Monday of this week while en route for Pittsburg to attend the annual special meeting of the International Council of Coal Merchants.

Sidney Hostler, of the Hostler Coal & Coke Co., Chicago, is recovering from the injuries which he received in an automobile accident ten days ago so that he is able to attend to business at his office, although he by no means feels like himself as yet. The other members of his party are recovering as rapidly as could be hoped in view of the injuries which they received.

H. E. Patrick, of C. M. Moderwell & Co., returned Saturday from a week's trip to Pittsburg and the mines of the Fairmont field. From

personal observation Mr. Patrick is able to confirm to the fullest extent the reports of the great car famine prevailing in that entire region, the congestion of business from this cause on the Baltimore & Ohio railway being especially noteworthy in the Fairmont field. Nor is the taxing of railway facilities limited to freight business, one passenger train on which he traveled having on it fifty people able to find standing room only.

The Shovel-Creek Coal Co. has moved into its new offices on the third floor of the Fisher building, Chicago. The mines of this company are located at Panama, Montgomery county, Ill. Frank P. Blair is president, and Ora J. Darnall is vice-president and general manager. Mr. Darnall is expected from Kansas City the last of this week and he will be in charge of the Chicago office.

The United Coal Mining Co., Old Colony building, Chicago, of which C. M. Moderwell is president, and Messrs. Harold Eldridge and A. L. Allais are vice-presidents, has for several months been engaged in active development of its coal properties near Christopher, Franklin county, Ill. During the present week the shaft has reached coal at a depth of 492 feet, where a vein of fine quality was struck with a thickness of nine feet and nine inches. The top works of the mine are nearly completed and the installation of machinery has begun, so that it is expected that the mine will be in complete readiness for operation early in November.

The Chicago Coal Dealers' Association held an enthusiastic session on Tuesday evening which resolved itself into a sort of experience meeting, six prominent retail dealers stating, one after the other, that never in their experience had the coal business in Chicago been so free from the giving of short weights and the mixing in of coals inferior to those ordered and paid for by the consumers. The retail dealers of the city are rapidly coming to realize and appreciate the good work being done by the Chicago Coal Dealers' Association and the consequent advantage of membership so that fresh accessions are coming in at every meeting. Five new members were received this week, making the total membership to date about sixty.

George S. Loftus, of Minnesota, who has recently become prominent through his fights with the railroads against unfair rates and unjust discrimination, has announced himself as a candidate for the first vacancy that may occur on the Interstate Commerce Commission. Only a few days ago he refused to be a candidate for the Railroad and Warehouse Commission of Minnesota.

The announcement has been received with enthusiasm by the shippers and farmers of this state and throughout the entire middle west, who consider Mr. Loftus the right man to serve on the commission. The politicians of this section were very much surprised when Mr. Loftus signified his intention of becoming a candidate for the Interstate Commerce Commission, as his refusal to serve on the state commission was taken as an indication that he would not be a candidate for any office. It is now learned that his appointment to the Interstate Commerce Commission is favored by Senator LaFollette, of Wisconsin; E. P. Bacon, chairman of the interstate commerce law convention, and ex-Governor Samuel R. Van Sant, of Minnesota.

The railroad men and shippers in this section of the country believe that it would be impossible for President Roosevelt to select a man having a more comprehensive knowledge of rates and rate making from both the point of view of the railroads and from that of the shippers.

Mr. Loftus was an active railroad man for sixteen years and has spent the last seven years in the grain commission business. During his career as a railroad man he served as chief clerk of the freight department of the Minneapolis & St. Louis railroad and as assistant general freight agent of the St. Paul & Duluth railroad. It is considered that he would prove a valuable man on the commission.

One of the eastern coal trade papers announces that it has in preparation a special edition in which it proposes to sound the praises of (some) Chicago coal men. All possibility of being charged with favoritism in the selection of candidates for a place in the Hall of Fame will be avoided by throwing the matter of selection upon the candidates themselves. Those who esteem themselves worthy of a place can elect themselves by the simple process of signing and sending in to the publishers one of the contracts which have been distributed this week, and read as follows: "Gentlemen: You are hereby authorized to publish in the October eleventh, 1906, issue, the Chicago Coal Men's Edition, my biographical sketch, said sketch to contain not less than two hundred words, with photogravure, and deliver to my address twenty-five copies of that issue, for which I agree to pay you \$7.50 on delivery of papers. I agree to furnish you with photograph and data for sketch not later than September twentieth, 1906, you to furnish proof for correction on or before September twenty-seventh, 1906." Apparently this means, no matter who you are, or what you are, you are all right if you have the price. Percy Whitehead, Harry Hiland, Billy O'Rourke, George Sandel, George Butler, Jim Fisher, Harry Van Aiken and several others we can not recall should not let this opportunity escape them.

The western officials and salesmen of the Lehigh Valley Coal Co. are this week enjoying an eastern trip as the guests of the company. The party left Chicago in special cars by way of the Grand Trunk railway on Monday of this week, going direct to Buffalo, where they were joined by a similar party from the territory having its headquarters there. From Buffalo the combined party went by way of the Lehigh Valley railway to Glen Summit, Pa., where they were met by a similar excursion from New York city and other eastern points. Most of the week is being spent in a thorough inspection of the mines and other properties of the Lehigh Valley Coal Co. in the anthracite region, although a little time will be spent in New York city. The party will not reach Chicago on its return trip until the first part of next week. The western party is made up as follows: From Chicago, E. M. Platt, general western sales agent, and Mrs. Platt; W. H. Scott, sales agent; F. A. Brahm, bituminous sales agent; J. H. Harmon, Chicago city salesman; G. F. Fisher, superintendent of construction; Messrs. Elmer Martin, E. D. Scott, J. W. McCole, J. B. Foster, J. N. McCabe, M. M. Morrow, M. G. Mauritzon, G. M. Barclay, O. J. Pond, W. L. Sullivan, J. M. Kelleher, J. F. Mayer and T. J. Johnson, traveling salesmen; John Murray, superintendent Chicago avenue docks, and A. Wallace, superintendent Calumet docks. From the St. Paul and Minneapolis offices: W. F. Aldenderfer, northwestern sales agent; S. M. Stanley, sales agent at Minneapolis; Messrs. A. Robertson, T. A. Gadbois, L. A. Sander, H. H. Geyer, A. A. Hopkins and J. F. Dorgeloh, traveling salesmen. From Duluth and Superior: A. Luellwitz, shipping agent, and C. O. Hanson, mechanical engineer. From the Milwaukee office: J. M. Fiske Jr., sales agent; Messrs. J. J. Mayer, C. Straub and C. A. Neubecker, traveling salesmen. From the Cleveland office, F. W. Niederlander.





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Increase of Equipment Apparent but Not Real.

Coal men are beginning to ask in all seriousness, Why this regularly  
recurring annual car shortage? And the question is asked with good reason,  
for according to the figures which are given out from time to time there is  
justification for the belief that the total number of cars should be amply  
sufficient for almost any demands.

These figures, however, are very misleading. Almost every week one  
road or another announces that it has contracted for several hundred or  
several thousand new freight cars, or that it has now received such a  
number of cars from the manufacturers and put them into service. The  
natural conclusion is that the road's transportation facilities have been  
increased to the full amount stated in the announcement.

Only two or three times does the writer remember, however, of having  
seen statements regarding the withdrawal of cars from service as worn  
out or antiquated, yet the mere suggestion is sufficient to lead every one  
to realize that under the hard service to which freight cars are subjected the  
annual withdrawal of cars for these reasons must be enormous. It would  
be interesting and instructive were the figures made available by some of  
the leading coal roads showing the net gain or loss in the number of  
their freight cars instead of merely the announcement of additions by the  
purchase of new ones. These latter figures alone evidently show nothing  
definite, for probably in many cases they represent merely an offsetting of

the old and worn out by the purchase of an equal number of new cars and,  
in all probability, if the exact figures were available, we would often find  
even a worse condition of affairs, namely, a net loss.

Even where the rolling stock added does represent a net gain in the  
road's carrying capacity another consideration must be taken into account  
before credit can be given for any real achievements so far as averting car  
shortage is concerned. The natural increase in the business originating  
along the lines of the various roads is large and fairly consistent year by  
year. It is apparent, therefore, that a definite proportion of new equipment  
must be charged against this increase in business before any credit can be  
given for genuine effort to relieve the shippers from the embarrassments  
and losses to which they are subjected every fall.

Were complete statistics available for each road showing the number  
of new cars needed annually for the two purposes stated, namely, the  
replacement of worn out equipment and the offsetting of the increase in  
business, it is highly probable that many railroad companies which profess  
to be striving to relieve the situation would prove to be doing nothing, in  
fact, but if anything, falling further and further behind.

The Passing of the Gondola.

A subject which is coming up with constantly increasing frequency in  
our letters from all parts of the country, and in ways which show it to be  
of no slight interest and importance is the evident and rapid decrease in the  
supply of gondola cars, a change in conditions which is fraught with the  
most serious consequences to a large and important element in the coal  
trade of the country. Back of this change there lie two entirely separate and  
distinct causes, one a response to a demand from a portion of the coal trade  
itself, the other having its rise in the progress and development of the art of  
car construction.

The first of the causes is due to the demands of large buyers and con-  
sumers of coal, having plants reached by switches, buying in such large  
quantities that initial cost of improvements is quickly repaid by increased  
economy in operation, and supplied with ample means to equip themselves  
with whatever is needful for the most expeditious method possible of un-  
loading. To buyers of this class it became intolerable that they should be  
obliged to use the slow and, on a large scale, expensive methods necessary  
for unloading gondolas; they demanded relief by the provision of a differ-  
ent type of car. The result was, the devising and perfecting of the hopper-  
bottomed car and its adoption on a large scale by the railroads.

Parallel with the development which brought the hopper into vogue, the  
car-builders were perfecting the series of experiments which have culmi-  
nated in the steel coal cars of today, which have already so largely dis-  
placed the wooden ones of a decade ago. With the use of steel with its  
much greater strength, the size of cars was naturally increased, making  
fifty-ton cars the rule instead of the exception, thirty and forty-ton cars  
scarce, and twenty-ton cars almost unheard of.

The large buyer, as we have seen, is benefited by this onward march  
of progress, but the two causes enumerated have worked to the double dis-  
advantage of the men whose annual purchases are too small to warrant  
trestle-building and the erection of coal-pockets with mechanical conveyors  
and other up-to-date modern devices, even if they have sufficient capital.  
But the average small retailer or manufacturer can not, even if he would,  
for the outlay is greater than he can afford.

This, then, is the situation as it presents itself today. The railroads,  
on the one hand, retiring gondolas and small cars in general, and trying to  
force every one to receive their shipments in the big steel hoppers. The  
smaller retailers, on the other hand, with all their other troubles, driven  
to greater expense and inconvenience than in the past, by the necessity of  
shoveling their coal out of these awkward and all but impossible cars with  
their much higher sides and their sloping bottoms. Moreover, for the com-  
plaint is a double one, the cars are so large that their capacity is far in  
excess of the quantity wanted at one time by these dealers, more, often, than  
they can either sell at once, or store.

In behalf of the large and hopper-bottomed cars it is urged that they  
are simply the natural and inevitable result of a progress whose march can  
not be stopped, that their becoming the universal and only type is inevitable,  
and that consequently retailers will have to conform to the new order of  
things or get out of the business and give place to those who will so con-  
form. Coal cars, it is said, are coal cars, and the railways therefore can  
not be expected to provide more than one type.

But this is a one-sided view of the case. It might with equal reason  
be argued that stock cars are stock cars, and that therefore horses and cattle  
should be carried in the same kind of cars. The truth of the matter is,  
the railroad companies should provide equipment suited to the needs of  
any considerable number of their patrons. The number of those whose  
imperative needs demand thirty and forty-ton gondolas is very large, and  
we look to see this subject taken up in the near future with earnestness  
and determination by the various retail associations, local, state and national.



# Meeting of the International Council of Coal Merchants.

The first annual meeting of the International Council of Coal Merchants convened at the Hotel Henry in Pittsburg at ten a. m. Wednesday morning, September twelfth. At the roll call there were present twenty-one delegates, representing fifteen associations, out of a total membership of eighteen associations in the general council. The president of the council, William F. Endress, of Jamestown, N. Y., occupied the chair, and was assisted in the preliminary proceedings by the permanent secretary, Mr. W. M. Bertolet, of Reading, Pa. The following associations by their delegates were present at the opening of the council: The Northwestern Coal Dealers' Association, represented by W. G. Haskell, president, and G. H. Reeves, secretary; the Coal Dealers' Association of Iowa and Nebraska, represented by Edward H. Betts, secretary of the association; the Illinois & Wisconsin Coal Dealers' Association, represented by its secretary, Frank Lukens, and Delos Hull; the Coal Dealers' Association of Michigan and Indiana, represented by F. A. Hobbs, president, and G. H. Harris, secretary; the New York & Pennsylvania Coal Dealers' Association, represented by G. H. Mitchell and Scott Baldwin; the Canadian Retail Coal Association, represented by John C. Hay, president of the association; the Pennsylvania Retail Merchants' Coal Association, represented by Samuel B. Crowell; the Kansas & Missouri Retail Coal Dealers' Association, represented by C. A. Cruikshank; the Kentucky & Tennessee Retail Coal Association, represented by George C. Tabb; the Retail Coal Dealers' Association of the New England States, represented by F. G. Humphrey; the Wholesale & Retail Dealers' Association of Ohio, represented by Ford R. Cate, secretary; the Eastern & Central New York Coal Dealers' Association, represented by John H. Lynch; the Coal Association of New York City, represented by J. Samuel Smoot; the Philadelphia Coal Exchange, represented by Samuel B. Crowell; the Baltimore Coal Exchange, represented by B. M. Watts.

## Remarks by President Endress.

On taking the chair President Endress congratulated the council on the representative body of members present, which he stated was a miniature reproduction of the general membership of the council. Mr. Endress did not deliver a formal address nor did he have a written report; but in his remarks he referred to the policy of the organization, which he characterized as being one of safe conservatism; "much work had been done," he said, "and much good had been accomplished for the benefit of the retail dealer in coal." "The principal points of interest and value to the organization," the president stated, "centered around and was accomplished by the bureau of information." In the report of the secretary, which is given herewith in detail, comment is made on the work of the bureau of information, and some of the results obtained by this committee are cited.

## Annual Report of the Secretary.

The secretary has the honor to submit the following report for the period beginning September twenty-first, 1905, and ending September twelfth, 1906:

The work of the council naturally falls, under these heads, viz., Organization, Bureau of Information, Finance and Miscellaneous Matter.

Eighteen associations attended the merger meeting at Buffalo a year ago. Of this number, sixteen actually affiliated with the council with a representative membership of twenty-three members. The associations of Kentucky and Tennessee, and Texas and Maine have not formally joined this work, but it will be remembered that the delegates of these associations joined the council at Buffalo on condition of ratification by their respective executive committees. To date we have not received any notice of such executive action. The membership, then, comprises sixteen state associations with twenty-three representative members.

Since the Buffalo meeting the scope of possible membership has broadened by the organization of several new state and interstate associations, viz., the Southeastern Association and the Associations of Colorado, Virginia and North Carolina. All these organizations we expect to secure as members during the coming year.

No sooner had merger been accomplished than the council received complaint from the Iowa and Nebraska Association against the Northwestern Association, alleging that the Northwestern Association had encroached upon the territory of jurisdiction of the Iowa and Nebraska Association by soliciting and obtaining members in the State of Iowa, and asking that the council decide which of these two associations is entitled to solicit and obtain memberships in the state of Iowa. The secretary's office

did everything possible to get at the facts on both sides of the case, compiled the same and submitted the report to the board of directors. The board unanimously decided that Iowa and Nebraska has a prior right to Iowa memberships. Both parties were duly notified of this decision, but to date the Northwestern Association has done nothing to relieve the situation so far as this office is officially informed. The secretary has received a petition from the Iowa and Nebraska Association praying for rehearing of the whole question.

The next step, in effecting the organization of the council, was the incorporation of the society under the laws of Illinois, which was accomplished through the secretary's office.

## Work of the Bureau of Information.

Perhaps the most important, and certainly the most interesting, phase of the work during the past year was the Bureau of Information. Fortunately and unfortunately, it has not been necessary to carry out the theoretical idea of the plan involving the bulletining by the International Council of Shippers, who, knowingly, disregard the retail coal interests. We say fortunately, because it speaks well for the council to report that no less than forty-three cases have been adjusted without calling upon the full positive influence of the council. The trustee of the organization has proved powerful enough to win over a number of shippers. This trustee, together with a fixed policy of co-operation with the shipper, has given the council a position in the coal trade which insures the interests of the retail coal man against unreasonable and malicious infringement upon that class of trade which general consent concedes to him. We say unfortunately, because in the cases which we have failed to adjust it was found that we could not summon enough influence to compel recognition. In fact, the only instances in which the council has not received recognition from the shipper have been in those few cases where the shipper has no interests in the retail coal trade. The secretary's office, during the first four months, was besieged by an entangled mass of petty cases, many of which were months old, antedating the organization itself. These shipments largely originated among small jobbers or operators in Chicago and the State of Illinois. In some instances it was found that the offending shipper did not possess a single patron in the retail coal trade. Several cases coming up under the Bureau of Information went off on personal ground, owing to misunderstanding between the state secretary and the shipper. This class of cases serves to emphasize the necessity of using extreme tact in dealing with the shipping interests, in order that the principles at issue may not be lost sight of by reason of personal feeling against the operator or the secretary.

On the whole, the accompanying report will show that the council has had considerable influence wherever influence was possible by reason of patronage existing within its ranks.

The financial condition of the council is stable. The board of directors so carefully figured out the expenses of the past year that today we find enough money in the treasury to meet all the expenses of the past year.

Under miscellaneous matter, the most important case handled by the council during the past year was the complaint filed against the Pennsylvania Railroad Co., alleging the sale of coal direct to its employees over the heads of the retail coal trade, and granting special freight rates on such coal, and praying that this custom be discontinued in the interests of the retail coal trade at large. The case was presented verbally to Mr. J. B. Thayer, Jr., fourth vice-president of the Pennsylvania Railroad Co. At the request of Mr. Thayer, the whole matter was placed before him in writing by the secretary. After months of consideration, Mr. Thayer advised the council that, at the present time, they could not see their way clear to abolish the custom, owing to the labor situation. We have been assured, however, that strict instructions have been renewed to all employees of the Pennsylvania Railroad forbidding them to dispose of coal to non-employees. Any violations of these instructions which come to the notice of the council will be promptly forwarded to Mr. Thayer, who has promised to thoroughly investigate any such case.

One of the most valuable advantages of the council has been its ability to answer the many questions which have been presented to it during the past year, relating to general trade conditions. We have received a large number of communications relative to trade conditions, all of which we have been able to answer, because we find ourselves representing the trade as a whole and thoroughly familiar with every movement going on within the trade.

In the report of the secretary, Mr. W. M. Bertolet, a number of interesting matters were brought forward. The secretary also read a special "report of complaints," which was the result largely of the work of the bureau of information. This report was a list in detail of complaints, filed by members of the council against various shippers and producers of coal. These were varied in their character and showed that the coal operator and the wholesaler were not always "at one" with the retail coal merchant.

## Sale of Coal to Railway Employees.

A most important subject of discussion, and one which was prominent among many of the various members of the council during the year, was the stand taken by the Philadelphia, Baltimore, New York and Pennsylvania associations against the Pennsylvania and other railroads in the practice of selling coal to employees. The associations mentioned made a strong effort to have such customs officially stopped by the railroads, but all the satisfaction they could obtain

was the sending out of an order by Vice-President Thayer, of the Pennsylvania railway, prohibiting all employees to traffic in coal; that is, that they must quit reselling coal to their friends, or any one else to whom they had been accustomed to dispose of large quantities every month. This practice among the railway employees, it seems, has cut heavy inroads into the trade of many retail dealers, and the council is gratified that they have won a victory in the matter, even though it be but a partial one.

Among the committees reporting, the one that was of the greatest interest to the council was the report on "Short Weight and Demurrage," made by Mr. Robert Lake, of Jackson, Mich. In his report Mr. Lake said that "although no tangible results had been accomplished, yet much good had been done in the way of working up a proper sentiment among the members and the general public, especially the daily receiver of carload lots of merchandise." Mr. Lake said that he "was firmly convinced that the railroads were playing a 'waiting game,' and that in any event they would do but little and possibly nothing until they were forced to do so." Along this line he suggested that some action by the council should be taken, and thought that the best way to get at the matter was to make a test case and bring suit against some railroad.

At the closing session of the council the following officers were elected: President, Wm. F. Endress, of Jamestown, N. Y.; vice-president, Robert Lake, of Jackson, Mich.; treasurer, C. A. Cruikshank, of Hannibal, Mo.; secretary, W. M. Bertolet, of Reading, Pa. The following board of directors was also elected: J. C. Hay, Listowell, Ontario; C. M. Morse, Winona, Minn.; F. G. Humphrey, Waterbury, Conn.; J. Samuel Smoot, New York city, and F. E. Lukens, of Chicago, Ill.

## Power From Waste Gases.

H. E. Wimperis, a member of the Institution of Civil Engineers in England, has written an article stating that the attention of the English manufacturers is being drawn more and more to the great vogue on the continent of the waste-power gas engine.

Dr. H. Hoffman recently read a paper before the Society of German Engineers on the subject in which he estimated that in Germany no less than six hundred thousand horse power might be obtained from the surplus gases of coke ovens, and an additional one million horse power from the waste gases of blast furnaces. The first gas engine plant dealing with coke oven gases was put into operation in 1894 in Germany, and there are now constructed or under construction gas engines capable of delivering no less than four hundred thousand horse power when operated with "poor gases." Mr. Wimperis says:

"During last year alone one German firm is reported to have constructed one hundred and forty such engines, of a combined capacity of one hundred and twenty thousand horse power. This shows a movement of the keenest vitality. Less progress has been made in the United States, but American engineers are watching affairs very closely and are not likely to allow themselves to be left far behind in any improvement which makes for economy in manufacturing costs. Mr. Rossi, an American, has estimated that the power which could be saved in the metallurgical industries of the states must amount to some millions of horse power, and he has expressed the opinion that an output of fully one million horse power could be maintained continuously."

## Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending August twenty-first, amounted to 162,076 tons, making a total to that date of 3,749,543 tons, as compared with 5,623,043 tons for the corresponding period last year, a decrease of 1,873,500 tons.

Coke tonnage for the same week amounted to 1,158 tons, making a total this year of 41,656 tons, as compared with 59,662 tons for the same period last year, a decrease for the present year of 18,006 tons.



# The Interstate Commerce Law as Amended by the Hepburn Rate Law.

An Act to regulate commerce.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled: That the provisions

Scope of the Act. To whom applicable.

of this Act shall apply to any corporation or any person or persons engaged in the transportation of oil or other commodity, except water and except natural or artificial gas by means of pipe lines or partly by pipe lines and partly by railroad, or partly by pipe lines and partly by water, who shall be considered and held to be common carriers within the meaning and purpose of this Act, and to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad (or partly by railroad and partly by water when both are used under a common control, management or arrangement for a continuous carriage or shipment), from one state or territory of the United States, or the District of Columbia, to any other state or territory of the United States, or the District of Columbia, or from one place in a territory to another place in the same territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of trans-shipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: Provided, however, That the provisions of this Act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property wholly within one state and not shipped to or from a foreign country from or to any state or territory as aforesaid.

The term "common carrier," as used in this Act, shall include express companies and sleeping car companies. The term "railroad," as used in this Act, shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease, and shall also include all switches, spurs, tracks and terminal facilities of every kind

Express and sleeping car companies are common carriers.

used or necessary in the transportation of the persons or property designated herein, and also all freight depots, yards and grounds used or necessary in the transportation or delivery of

"Railroad" Defined.

any of said property; and the term "transportation" shall include cars and other vehicles

and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract, express or implied, for the use thereof and all services in connection with the receipt, delivery, elevation and transfer in transit, ventilation, refrigeration or icing, storage and handling of property transported; and it shall be the duty of every

Duties of carriers.

carrier subject to the provisions of this Act to provide and furnish such transportation upon reasonable request therefor, and to establish through routes and just and reasonable rates applicable thereto.

All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in connection therewith, shall be just and reasonable; and every unjust and unreasonable charge for such service or any part thereof is prohibited and declared to be unlawful.

No common carrier subject to the provisions

of this Act shall, after January first, 1907, directly or indirectly issue or give any interstate free ticket, free pass, or free transportation for passengers, except to its employees and their families, its officers, agents, surgeons, physicians and attorneys-at-law; to ministers of religion, traveling secretaries of railroad Young Men's Christian Associations, inmates of hospitals, and charitable and eleemosynary institutions, and persons exclusively engaged in charitable and eleemosynary work; to indigent, destitute and homeless persons and to such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportation; to inmates of the national homes or state homes for disabled volunteer soldiers and of soldiers' and sailors' homes, including those about to enter and those returning home after discharge, and boards of managers of such homes; to necessary caretakers of live stock, poultry and fruit; to employees on sleeping cars, express cars, and to linemen of telegraph and telephone companies; to railway mail service employees, postoffice inspectors, customs inspectors and immigration inspectors; to newsboys on trains, baggage agents, witnesses attending any legal investigation in which the common carrier is interested, persons injured in wrecks, and physicians and nurses attending such persons: Provided, That this provision shall not be construed to prohibit the interchange of passes for the officers, agents and employees of common carriers and their families; nor to prohibit any common carrier from carrying passengers free with the object of providing relief in cases of general epidemic, pestilence, or other calamitous visitation. Any common carrier violating this provision shall

Free transportation forbidden; exceptions.

Penalties prescribed.

be deemed guilty of a misdemeanor, and for each offense, on conviction, shall pay to the United States a penalty of not less than one hundred dollars nor more than two thousand dollars, and any person, other than the persons excepted in this provision, who uses any such interstate free ticket, free pass or free transportation shall be subject to a like penalty. Jurisdiction of offenses under this provision shall be the same as that provided for offenses in an Act entitled, "An Act to further regulate commerce with foreign nations and among the States," approved February nineteenth, 1903, and any amendment thereof.

From and after May first, 1908, it shall be unlawful for any railroad company to transport from any state, territory, or the District of Columbia to any other state, territory, or the District of Columbia, or to any foreign country, any article or commodity, other than timber and the manufactured products thereof, manufactured, mined or produced by it, or under its authority, or which it may own in whole or in part, or in which it may have any interest direct or indirect except such articles or commodities as may be necessary and intended for its use in the conduct of its business as a common carrier.

Unlawful for carriers to transport commodities produced by them.

Any common carrier subject to the provisions of this Act, upon application of any lateral, branch line of railroad, or of any shipper tendering interstate traffic for transportation, shall construct, maintain, and operate upon reasonable terms a switch connection with any such lateral, branch line of railroad, or private side track which may be constructed to connect with its railroad, where such connection is reasonably practical and can be put in with safety and will furnish sufficient business to justify the construction and maintenance of the same; and shall furnish cars for the movement of such traffic to the best of its ability without discrimination in favor of or against any such

All proper switch connections must be made.

shipper. If any common carrier shall fail to install and operate any such switch or connection as aforesaid, on application therefor in writing by any shipper, such shipper may make complaint to the Commission, as provided in section thirteen

Authority given Commission to compel switch connections.

of this Act, and the Commission shall hear and investigate the same and shall determine as to the safety and practicability thereof and justification and reasonable compensation therefor, and the Commission may make an order, as provided in section fifteen of this Act, directing the common carrier to comply with the provisions of this section in accordance with such order, and such order shall be enforced as hereinafter provided for the enforcement of all other orders by the Commission, other than orders for the payment of money.

Section 2. That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

Rebates and other discriminations unlawful.

Section 3. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of

Interchange of traffic required.

traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

Section 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance: Provided, however, That upon application to the Commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation by the Commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property;

Compensation for long and short hauls; exceptions.



and the Commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

Section 5. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

Section 6. That every common carrier subject to the provisions of this Act shall file with the Commission created by this Act and print and keep open to public inspection schedules showing all the rates, fares, and charges for transportation between different points on its own route and between points on its own route and points on the route of any other carrier by railroad, by pipe line, or by water when a through route and joint rate have been established. If no joint rate over the through route has been established, the several carriers in such through route shall file, print and keep open to public inspection, as aforesaid, the separately established rates, fares, and charges applied to the through transportation. The schedules printed as aforesaid by any such common carrier shall plainly state the places between which property and passengers will be carried, and shall also state separately all terminal charges, storage charges, icing charges, and all other charges which the Commission may require, all privileges or facilities granted or allowed and any rules or regulations which in any wise change, affect, or determine any part or the aggregate of such aforesaid rates, fares, and charges, or the value of the service rendered to the passenger, shipper, or consignee. Such schedules shall be plainly printed in large type and copies for the use of the public shall be kept posted in two public and conspicuous places in every depot, station, or office of such carrier where passengers or freight, respectively, are received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected. The provisions of this section shall apply to all traffic, transportation, and facilities defined in this Act.

Any common carrier subject to the provisions of this Act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep open to public inspection, at every depot, or office where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States the through rate on which shall not have been made public, as required by this Act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production.

No change shall be made in the rates, fares, and charges or joint rates, fares, and charges which have been filed and published by any common carrier in compliance with the requirements of this section, except after thirty days' notice to the Commission and to the public published as aforesaid, which shall plainly state the changes proposed to be made in the schedule then in force and the time when the changed rates, fares, or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept open to public

inspection: Provided, That the Commission may, in its discretion and for good cause shown, allow changes upon less than the notice herein specified, or modify the requirements of this section in respect to publishing, posting, and filing of tariffs, either in particular instances or by a general order applicable to special or peculiar circumstances or conditions.

The names of the several carriers which are parties to any joint tariff shall be specified therein, and each of the parties thereto, other than the one filing the same, shall file with the Commission such evidence of concurrence therein or acceptance thereof as may be required or approved by the Commission, and where such evidence of concurrence or acceptance is filed it shall not be necessary for the carriers filing the same to also file copies of the tariffs in which they are named as parties.

Every common carrier subject to this Act shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this Act to which it may be a party.

The Commission may determine and prescribe the form in which the schedules required by this section to be kept open to public inspection shall be prepared and arranged and may change the form from time to time as shall be found expedient.

No carrier unless otherwise provided by this Act, shall engage or participate in the transportation of passengers or property, as defined in this Act, unless the rates, fares, and charges upon which the same are transported by said carrier have been filed and published in accordance with the provisions of this Act; nor shall any carrier charge or demand or collect or receive a greater or less or different compensation for such transportation of passengers or property, or for any service in connection therewith, between the points named in such tariffs than the rates, fares, and charges which are specified in the tariff filed and in effect at the time; nor shall any carrier refund or remit in any manner or by any device any portion of the rates, fares, and charges so specified, nor extend to any shipper or person any privileges or facilities in the transportation of passengers or property, except such as are specified in such tariffs: Provided, That wherever the word "carrier" occurs in this Act it shall be held to mean "common carrier."

That in time of war or threatened war preference and precedence shall, upon the demand of the President of the United States, be given, over all other traffic, to the transportation of troops and material of war, and carriers shall adopt every means within their control to facilitate and expedite the military traffic.

Section 7. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract or agreement, expressed or implied, to prevent by change of time schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage, or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unnecessarily interrupt such continuous carriage or to evade any of the provisions of this act.

Section 8. That in case any common carrier subject to the provisions of this act shall

do, cause to be done, or permit to be done any act, matter, or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter, or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable counsel or attorney's fee, to be fixed by the court in every case of recovery, which attorney's fee shall be taxed and collected as part of the costs in the case.

Section 9. That any person or persons claiming to be damaged by any common carrier subject to the provisions of this act may either make complaint to the Commission as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this act, in any district or circuit court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies, and must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

Section 10. That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person, acting for or employed by such corporation, who, alone or with any other corporation, company, person, or party, shall wilfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter or thing in this act prohibited, or declared to be unlawful, or who shall aid or abet therein, or shall wilfully omit or fail to do any act, matter, or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter, or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which such offense was committed, be subject to a fine of not to exceed five thousand dollars for each offense: Provided, That if the offense for which any person shall be convicted as aforesaid shall be an unlawful discrimination in rates, fares, or charges, for the transportation of passengers or property, such person shall, in addition to the fine hereinbefore provided for, be liable to imprisonment in the penitentiary for a term of not exceeding two years, or both such fine and imprisonment, in the discretion of the court.

Any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any officer or agent thereof, or any person acting for or employed by such corporation, who, by means of false billing, false classification, false weighing, or false report of weight, or by any other device or means, shall knowingly and wilfully assist, or shall willingly suffer or permit, any person or persons to obtain transportation for property at less than the regular rates then established and in force

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Pooling of interests unlawful.

Publication of tariffs required: either joint or separate rates.

Contents of tariffs prescribed.

Posting of tariffs.

Tariffs on freight carried through a foreign country.

Thirty days' notice of tariff changes.

Discretionary power of Commission to waive the thirty days' notice.

Joint tariffs and all other traffic agreements to be filed with Commission.

Commission has power to prescribe form of schedules.

Carrier must not perform services for which rates have not been filed and published.

No variation from published rates permitted.

Government to have preference in time of war.

Combinations to break continuity of shipment unlawful; carriage must be continuous.

Parties claiming damages may make complaint to Commission or may sue in federal court, but not both.

Penalties for violation of this law; liability of officers and directors.

Penalties for aiding or permitting discriminations, on part of carriers or their agents.



## Legal Tangle to Be Unraveled.

In order to decide a legal question that has been bothering the officials of the Pittsburgh Coal Co. and the Union Trust Co. for three or four years, it has been decided to file a bill in equity with the coal company as plaintiff and the trust company as defendant, praying the court to compel the trust company to deliver to the coal company 7,940 shares of preferred stock and 5,558 shares of the common stock of the coal company, the par value of which is over \$1,100,000. The stock is held in trust by the Union Trust Co. for the Pittsburgh Coal Co. as a guarantee for the payment of a \$794,000 mortgage on the property of the Northwestern Coal Railway Co., which was assumed by the coal company at the time of the purchase of the railroad by it.

The coal company now wishes to arrange for the payment of the mortgage and have the stock given to secure its payment returned to it, but it is alleged that the trust company refused to transfer the stock back.

In the bill filed by the plaintiff company it recites that it entered into negotiations for the purchase of the Northwestern Coal Railway Co. along with other coal properties shortly after being incorporated in 1899. The railway company, at the time of its purchase by the coal company, was subject to a mortgage of \$794,000 which was secured by an issue of bonds of the company. At the time the property was transferred to the Pittsburgh Coal Co. it was agreed that the entire capital stock of the railway company, consisting of ten thousand shares of par value of one hundred dollars each should be accepted in lieu of deeds, on the payment of \$1,500,000, the purchase price of the railway company. The parties to the purchase also agreed that the difference between the purchase price and the \$794,000 first mortgage bonds outstanding, should be paid in cash and that the coal company would assume the payment of the bonds.

Later the contract in which the coal company guaranteed the payment of the bonds was executed and delivered to the Farmers Loan & Trust Co. of New York, as trustee for the bondholders.

An arrangement, so it is stated, by the plaintiff company was then made with a syndicate in consideration of the issue to it of thirty-two million dollars of preferred stock and thirty-two million dollars of common stock, to accept from the syndicate certain railroad and coal properties, among them being the Northwestern Coal Railway Co. The syndicate, it is stated, sold the preferred and common stock of the coal company on the following basis: For each one hundred dollars par of preferred and seventy dollars par of common stock, it was to be paid the sum of one hundred dollars in cash, and the syndicate with the consent of the coal company, substituted for the \$794,000 in cash it was to pay as part consideration for the property and franchises of the coal company 7,940 shares of preferred and 5,558 shares of common stock of the coal company, which the company accepted from the syndicate as consideration for assuming and guaranteeing to pay the \$794,000 outstanding bonds of the Northwestern Coal Railway Co.

The Union Trust Co. is trustee for all Pittsburgh Coal Co. properties, and it is claimed the syndicate transferred to the trust company all of the stock held by it under the agreement with the coal company, to be held in trust to be issued to vendors of property to the coal company, through the syndicate, and the subscribers to said stocks.

In making the numerous transfers of the stocks, it is alleged, through inadvertence or mistake, the stock in dispute was transferred to the coal company with the Union Trust Co. named as trustee, such transfer, it is claimed, being made without the consent or authority of the coal company.

The coal company, it is stated, at a meeting of the board of directors provided for the payment of the \$794,000 mortgage bonds of the Northwestern Coal Railway Co. and requested the trust company to transfer the stock held by it as trustee, which the latter refused to do. The coal company asks the court to compel the trust company to transfer the 7,940 shares of preferred and 5,558 shares of common stock of the coal company to it, and to issue the proper certificates.

Treasurer Harry W. Gleffer, of the Union

Trust Co., states that the bill is an amicable one in order to let the court settle a question of law, so that both parties to the matter may be safe in the transfer. He says the question has bothered both parties for three or four years, and the only way to arrive at an understanding is to get a legal opinion on the matter.

## New Railroad for Pennsylvania Coke Region.

The great Connellsville coke region is to have a new railroad outlet and at the same time the Pennsylvania and the Baltimore & Ohio lines, as well as the Vanderbilt lines, which have long held the coke business safe, will have a rival. The Pittsburg, Connellsville & Wheeling railroad, which was surveyed some years ago, but for some reason was allowed to drop out of sight, has been revived with a few millions back of it, and information given by close friends of A. A. Franzheimer, a millionaire of Wheeling, W. Va., is that he has taken the matter up again and will push his line, work to be begun this fall. It is thought by late spring the line will be open and a new outlet to the west for coke assured.

The Pittsburg, Connellsville & Wheeling railroad is to be a line sixty miles in length, starting from Wheeling, W. Va., traversing Wheeling creek into Pennsylvania, thence through Washington and Greene counties, down Ten Mile creek, crossing the Monongahela river into the coke regions at Masontown, Pa., about twelve miles from Uniontown. The construction of the line will be easy and about \$750,000 will be expended upon it, most of this capital being drawn from New York.

It is said that there had been a deal on to have the Western Maryland railroad finance and build this line, but that this scheme had fallen through because the Western Maryland has been unable to round up its rights of way through Maryland entire, and the Pittsburg, Connellsville & Wheeling people, at a meeting held last week, decided to move alone, and work will be opened at once. The line will be of great interest and use to the manufacturers along the upper Ohio, many of whom, it is understood, have pledged their support to the new line.

## Coal Production During 1905

According to the report of Edward W. Parker, statistician of the United States geological survey, which is now in press, the production of coal in 1905 amounted to 392,919,341 short tons, having a value at the mines of \$476,756,963, surpassing in both quantity and value all previous records in the history of the country. Compared with 1904, when the production amounted to 351,816,398 short tons, valued at \$444,371,021, the output in 1905 exhibits an increase of 41,102,943 short tons, or 11.7 per cent in quantity, and of \$32,385,942, or 7.3 per cent in value. Prior to 1905 the maximum output of coal was obtained in 1903, when the production amounted to 353,562,416 short tons, valued at \$503,724,381, compared with which the record for 1905 shows an increase in production of 39,347,925 short tons, and of \$26,967,418. The high value recorded in the statistics for 1903 was due to the somewhat abnormal inflation of prices, caused by the shortage of fuel supplies, which resulted from the strike in the anthracite region of Pennsylvania in the preceding year. The lower values in 1904 as compared with 1903 were simply a return to normal conditions, but the decline in 1905 was the result of a production in excess of market requirements, unusually large as they were.

Of the total production in 1905, 69,339,152 long tons, (equivalent to 77,659,850 short tons) were Pennsylvania anthracite, with a value at the mines of \$141,879,000. The total production of bituminous coal and lignite was 315,259,491 short tons, valued at \$334,877,963. The production of anthracite coal in Pennsylvania in 1905 was 4,020,662 long tons (or 4,503,151 short tons) more than that of 1904, while the increase in the production of bituminous coal and lignite was 36,599,882 short tons. A portion of these increases in both anthracite and bituminous production was due to the efforts of operating companies to provide a supply of fuel in anticipation of a suspension of mining in April, 1906, when the wage scale agreements in the organized coal producing states and the award of the strike commission in the anthracite region of Pennsylvania would terminate.

It is a fact worthy of note that the total increase in the production of coal in the United States in 1905 over 1904 was larger than the production of France in 1904, or of the production of any other foreign country except Great Britain, Germany, and Austro-Hungary, and was almost equal to that of the last mentioned. The total production of this country last year was nearly fifty per cent larger than that of Great Britain, which until 1899 was the leading coal producing country of the world, and was more than double that of Germany. Another interesting fact presented in the statistics of the production of coal in the United States is that in each decade the output has been practically doubled. Up to the close of 1865 the total production had amounted to 284,890,055 tons. In the decade from 1866 to 1875, inclusive, the production amounted to 419,425,104 tons,

making the total production up to the close of 1875 701,315,159 tons. In the following decade, from 1876 to 1885, inclusive, the production amounted to 847,760,319 tons, something more than double the total production up to the beginning of that decade. At the close of 1885 the total production amounted to 1,552,075,478 tons, and the production for the ten years ending with 1895 was 1,586,098,641, and the total production to the close of 1895 amounted to 3,138,174,119 short tons. In the decade ending December thirty-first, 1905, the total production has amounted to 2,832,599,452 short tons, and the grand total from the beginning of coal mining has amounted to 5,970,773,571 short tons.

Of the total amount of bituminous coal produced in 1905, 103,396,452 short tons were mined by the use of mining machines, as compared with a machine-mined product in 1904 of 78,606,997 short tons. The number of mining machines in use increased from 7,663 in 1904 to 9,184 in 1905.

The total number of men and boys employed last year in the coal mines of the United States was 626,174, against 593,693 in 1904. Of the total number employed in 1905, 165,406 were in the anthracite mines of Pennsylvania, and 460,768 were employed in the bituminous coal mines. The average number of days worked by the anthracite miners was 215, while the bituminous miners made an average of 211 days.

The coal mining industry in 1905 was comparatively free from labor trouble, the only important exception to the general rule of peace being in Illinois, where a large number of mines were shut down as a result of a disagreement between the miners and operators on the question of what is known as the "shot-firers" law. This law, which was highly obnoxious to the operators, employed additional men for firing the shot placed by the miners, and incurred thereby an extra expense, while the operators in a number of cases refused to pay, contending that it was a violation of the agreement and that the expenses of mining coal were not to be increased by any action of the miners. A number of strikes resulted, and a serious disturbance of the peaceful relations which had existed in Illinois for several years was threatened. The matter was submitted by arbitration to Judge Gray, who had been chairman of the anthracite coal strike commission. Judge Gray decided that the expenses should be equally divided between the miners and the operators. Work was resumed when the matter was submitted to arbitration, and the rest of the year was comparatively free from strike suspensions. The total number of men on strike in Illinois during the year was 15,289, or forty-seven per cent of the total number of men idle on account of strikes in the bituminous mines of the United States for the year.

The larger part of the increased production in 1905 was due to the great activity in the iron industry, as is shown by the fact that the amount of coal made into coke increased from 31,278,537 short tons to 42,412,328 short tons, and that the larger increases were in the coking coal producing states and those which furnished fuel to the iron furnaces. The following table exhibits the production and value in the different states in 1904 and 1905:

State or Territory.	—1904—		—1905—	
	Quantity, Short Tons.	Value.	Quantity, Short Tons.	Value.
Ala. ....	11,262,046	\$13,480,111	11,866,069	\$14,387,721
Ark. ...	2,009,451	3,102,660	1,934,673	2,880,738
Cal. and Alaska	79,582	377,306	80,824	395,975
Colo. ...	6,658,355	8,751,821	8,826,429	10,810,978
Ga. and N. C.	390,191	476,996	353,548	456,184
Idaho..	3,480	13,730	5,882	17,846
Illinois..	36,475,060	39,941,993	38,434,363	40,577,592
Indiana..	10,842,189	*12,004,300	11,895,252	12,492,255
Ind. Ter.	3,046,539	5,532,066	2,924,427	5,145,358
Iowa ...	6,519,933	10,504,406	6,798,609	10,586,381
Kansas ..	6,333,307	9,640,771	6,423,979	9,350,542
Ky. ....	*7,576,482	*7,868,192	8,432,523	8,385,232
Md. ....	4,813,622	5,729,085	5,108,539	5,831,760
Mich. ...	1,342,840	2,424,935	1,473,211	2,512,697
Mo. ....	4,168,308	*6,801,751	3,983,378	6,291,661
Mont. ...	1,358,919	2,194,548	1,643,832	2,823,350
N. Mex. ..	1,452,325	1,904,499	1,649,933	2,190,231
N. Dak. ..	*271,928	*359,052	317,542	424,778
Ohio ...	*24,400,220	*26,579,738	25,552,950	26,486,740
Ore. ....	111,540	243,588	109,641	282,495
Penn.: Hard.	73,156,709	138,974,020	77,659,850	141,879,000
Soft..	*97,938,287	*94,428,219	118,413,637	113,390,507
Tenn. ...	4,782,211	5,642,393	5,963,396	6,797,550
Texas ...	1,195,944	1,983,636	1,200,684	1,968,558
Utah ...	1,493,027	1,943,440	1,332,372	1,793,510
Va. ....	*3,410,914	*2,921,911	4,275,271	3,777,325
Wash. ...	*3,137,681	5,120,931	2,864,926	5,141,258
W. Va. ...	*32,406,752	*28,647,014	37,791,580	32,341,790
Wyo. ...	5,178,556	6,747,909	5,602,021	7,336,951
Total	*351,816,398	*444,371,021	392,919,341	476,756,963

\* Corrected figures. In the report for 1904 the total production for the United States for that year was given at 352,310,427 short tons, valued at \$444,816,288. In collecting the statistics for 1905 it was found that in several cases where properties had changed hands or the name of the company had been changed the preceding year, the production for the entire year had been reported by both owners. The duplications thus made have been corrected for this report.

† Includes production of Nevada.

## Pennsylvania Shipments.

The Pennsylvania Railroad Co.'s statement of the coal and coke originating on its lines east of Pittsburg and Erie for the week ended September first with comparisons, follows:

Short Tons—	1906.	1906.	1905.
	Week ending Sept. 1.	Year to Sept. 1.	Year to Sept. 2.
Anthracite coal .....	100,444	2,877,223	3,107,606
Bituminous coal .....	663,739	20,984,834	19,088,698
Coke .....	224,538	8,375,392	7,303,859
Total .....	989,021	32,237,449	29,500,163



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, September 13.

Anthracite coal trade conditions are if anything quieter than they have been all the summer, and the demand for the product at the moment is very slight. It is apparently too early in the month to expect much trade, conditions being probably influenced by the warm weather, though this month is usually figured upon as the time when fall buying commences. In this connection it is intimated that the present delay is owing to the fact of dealers being generally well stocked with coal which was purchased at lower figures, and any revival of the retail trade occurring with the return of a large number of people to the city, will not be immediately reflected in the wholesale market. It is likely to remain quiet until a certain proportion of the coal has been moved out. Certain interests anticipate that the development of orders may be somewhat earlier with them than at other points, giving shippers sufficient business to work upon in another week or two.

### Reversal of Usual Conditions.

The usual conditions of the midsummer trade in past years have seemingly been reversed this year by the larger demand coming in the months preceding September. This is indicated by the heavy tonnage in August, while stocks in first hands now are less than they were in June.

Appreciating that a quieter tone would prevail, several of the producing companies took advantage of the holiday intervening during the first week of the month to restrict the output by a temporary shut down of two or three days in order to meet the situation. This was extended to a week by the Philadelphia & Reading Coal & Iron Co., and the Wilkesbarre Coal Co., which did not resume operations until the tenth, after a week's shut down.

There is, therefore, no likelihood of any amount of coal being accumulated and the market should maintain a firm tone. The car question is also an important factor in the regulation of the production at the mines. While it is not seriously felt as yet, by reason of the reduced shipments, it may interfere later when a more active demand sets in, as there already seems to be a shortage of cars on most roads having through connections with the western markets, because of the heavy movement of grain.

A certain amount of tonnage keeps going forward; most of it is being distributed to the trade, either on new orders or to clean up old business that has been holding over, owing to the inability of shipment at the time of its being placed, the two taking care of what coal is being handled; producers admit that it is the

dull season, affecting both the prepared and steam sizes, and do not expect to do much business until colder weather approaches.

### Steam Sizes Are Heavy.

The steam grades, aside from one or two of the more popular sizes, are inclined to be heavy, with little demand for them, causing prices on the individual products to rule considerably below circular figures. Barley and No. 3 buckwheat seem to be the most difficult to dispose of, and in instances rice coal is reported as being long. The sizes larger than these grades are not in large supply and in cases are short of current requirements, shippers having been unable to accumulate their usual quantity during the summer months so that they are now feeling the need of them.

Trade in the far east is exceedingly quiet, and but few orders are available for shipment except for shoal water ports, which are also reduced, affecting the barge service to an extent where many of them are tied up until things change.

The demand for all-rail delivery has fallen off now that full circular prices prevail, and this trade will for some time to come be of a hand-to-mouth character, merely calling for what quantity is consumed. At this center trade is quiet and many of the harbor boats are tied up for the lack of charters.

### Bituminous Conditions Less Satisfactory.

The Atlantic seaboard bituminous coal trade seems much surprised that the anticipated improvement has appeared only to a very limited extent, nor is it expected now by the trade interests that September will show any increase in business over that of last month. People having coal on the market are finding it difficult to dispose of same at the current rate of prices, though when salesmen in their effort to sell it nearly reach a state of despair, something usually turns up by which relief is obtained.

The car question continues to be the one feature that is interfering with the trade, and is likely to cause greater trouble to shippers when fall improvements take place, on both the Pennsylvania railroad and the West Virginia roads, with the probability of bringing about a shorter supply on the Baltimore & Ohio railroad, upon which from present appearances it would probably produce disorganization. Some of the patrons of this road have had some very unpleasant experiences in the shipment of their coal lately and the methods employed suggest that the road does not care to do business with them. A feature of complaint is that, owing to the scarcity of cars, the routing of all-rail shipments

is intercepted on their way to destination, owing to some technicality of which the shipper had not been previously advised, even though consignments had been made over the same route on prior transactions. The railroad is in instances said to be restricting its cars for shipment over Port Reading, desiring that they should go to its own piers at St. George, where, however, the facilities for handling all the coal are very cramped, often placing shippers under the necessity of securing the required equipment from the Philadelphia & Reading or other roads to which the coal is designated for shipment.

### The New York Harbor Trade.

At New York harbor a sluggish condition prevails, brought about by the quantity of coal being shipped upon the market for which there are no orders available on its arrival. This causes much uneasiness to its owners and has a tendency to lower prices to an extent where profits are out of the question. It is unfortunate that some producers do not use better judgment in shipping coal here, but this often occurs through inquiry of coal brokers, who are usually the buyers when the price is right, the product frequently passing through several hands before reaching the consumer. The prices quoted vary from \$2.15 for the poorer grades of West Virginia steam coal up to \$2.40@2.45 for ordinary grades, while the standard coals are demanding from \$2.65@2.75 f. o. b. the shipping ports.

Trade in the far east shows but little improvement, yet there seem to be enough orders to keep the mines operating on fuller time, relieving the former situation accordingly, though there is nothing urgent about it.

The sound ports are quiet, with a few individual orders reaching shippers, but on the whole it is of a sporadic nature. The lack of interest shown in this territory of late has resulted in many of the sound boats operating from New York being tied up indefinitely.

The all-rail demand continues to be the most active, in comparison with other points, and is taking coal more regularly.

### Vessel Freights and Supply.

The vessel situation is firm, and owners are demanding a loading and discharging clause for less days than has been the case up to the present, though craft are in fair supply. Philadelphia quotes current rates of freight to Boston, Salem and Portland, 65@70c; Providence, New Bedford and the sound, 55c; Lynn, Newburyport and Bangor, 80@85c; Portsmouth and Bath, 70@75c; Saco and Gardiner, 90c and towage.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, September 15.—No change is apparent this week in the condition of the anthracite coal market, line order business being about on an even keel while the lake trade remains about in the same shape as last reported, except that there is, perhaps, a trifle freer movement of boats, the reports showing a heavier forwarding by the water route than last week.

While the shipment for the week was heavier than for the preceding seven days, less ports were covered in the consignments, only seven being represented. Total shipment reached 100,550 tons, distributed as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	33,250	Ft. William .....	5,500
Superior .....	29,600	Escanaba .....	2,000
Toledo .....	1,400	Duluth .....	1,500
Milwaukee .....	27,300		

It is somewhat remarkable that but a single cargo went to Duluth, a fact that is not explained by the shippers.

### Unusual Slackness in Retail Trade.

Retail business is in a peculiar condition, which even the dealers themselves cannot explain. There is a singular slackness for the season of

the year which has never before been noted in the local market. Of course the remarkably hot weather of the past week undoubtedly has something to do with this. No one seems to remember a season in Buffalo when the mercury has traveled at such a high elevation as during the present month, for instead of the customary lighting of furnace fires, the people have been indulging in summer clothing and veranda siestas during the evening, a thing never before heard of in Buffalo during the usually frosty month of September.

But while the anthracite market shows no per-



ceptible change, there is certainly something doing in the bituminous trade. A shortage in the car supply has increased to a somewhat alarming extent and the bituminous coal men are wondering what the end is to be. In the Pittsburgh district this shortage has become so pronounced that it has created a raise in price, three-fourth lump bringing \$1.45 at the mine easily. Mine-run is a quick sale at \$1.30 to \$1.35. Everybody who handles this grade of coal is short on shipments, not over sixty per cent of the requirements being available. This applies simply to Pittsburgh coal, cheaper grades not being in so great demand. In fact the low grade mines have been compelled to restrict their output somewhat on this account. Apparently the demand for this grade of steam coal has been fully met and inquiry is light, especially in this market. Some of the mines are only working half time, the cause of suspension being lack of orders rather than of cars to transport the mine product. This is especially true in the Allegheny valley.

#### The Gondola Car Problem.

Demand for gondola cars increases and it is developing that the statement of last week that the condition is becoming critical because of the failure of the railroads to supply this want, appears to have underestimated the amount of damage being done to the trade. Almost all orders received for coal, request shipment in gondola or flat-bottom cars, and these are extremely scarce.

"There's no use talking," said a prominent dealer to THE BLACK DIAMOND today, "the time is at hand when the great majority of the coal trestles of this country will have to be rebuilt. This is apparent when an attempt to unload cars carrying forty thousand tons is attempted on trestles originally built to handle twenty thousand ton cars. The big steel hopper cars are going to revolutionize the business, no mistake, and it's going to cost the dealers a pretty sum to keep pace with the innovations being had in transportation methods. If this thing keeps up, the small dealers will have to go out of business, that's all."

E. C. Roberts, manager of the bituminous coal

interests of the Hedstrom Co., is in Pittsburgh this week, looking after business interests.

There has been some cleaning up of the surplus stock of bituminous coal held at outlying stations, since the new rate law went into effect, the action of the Pennsylvania road in deciding to charge demurrage on all cars held longer than three days, causing activity among the jobbers. Quite an amount of coal has been sold at a sacrifice, one lot of twenty-five cars being disposed of to a railroad at \$1.80 a ton. The freight rate on this coal was \$1.10, making the price at the mine seventy cents. This, when the minimum asking price at the mines in the Allegheny valley is ninety cents, shows a loss of twenty cents a ton to somebody.

J. S. Hamilton, northern sales agent of the Lehigh Valley Coal Co., accompanied by his staff of salesmen from the Chicago and Buffalo territory, are in Pennsylvania this week on the annual trip to the company's mines. Included in the party are salesmen from Rochester, Ithaca, Syracuse and other points along the line. The party left Buffalo on Tuesday and will not return until Saturday evening. Among other popular salesmen who took in the excursion, was Sam Stanley, formerly sales agent of Coxe Bros., Inc., of Buffalo, which was absorbed by the Lehigh some months ago. He is now located in Milwaukee. George M. Barclay, of Chicago, who has the distinction of being the first Modoe of the order of Ko Koal and also of wearing Ko Koal pin No. 1, and Ned Scott, traveling from Buffalo to Chicago, were also in the party.

Local members of the order of Kokool are receiving from headquarters the first annual hand book containing the constitution and by-laws, Pictor's annual report, list of officers and members in good standing on the eleventh day of the seventh month of the 1906th year.

On Friday will be held the next regular meeting of the Central Railway Club. A trip will be made around Grand Island and the business meetings of the club will be held on the boat en route. The program will include a paper by O. C. Porcher, general agent of the New York Central lines, on the subject: What commodities may be loaded with safety in gondola cars, without boarding over hopper openings.

Colliery Co. and other operators along that line are opened up. This coal will be split between the Western Maryland and the Baltimore & Ohio railroad, each having set a rate of \$1.80, or the same as the rate on Fairmont coal, which will bring the fuel of the new district in competition with that popular product. As the character of the coal is said to be the same as that of the Fairmont and Clarksburg fuels, only harder and producing a larger percentage of large blocks, the results will be of interest. The increase of Western Maryland coal hauling may be noted from their most recent report which shows that for the month of June the net profits of the coal and kindred departments was \$67,584.47, as against \$16,120.44 for June of 1905. Gross earnings of the Western Maryland for the last week of August show \$148,989.86, an increase of \$13,172.29 over the same week of last year.

The Consolidation Coal Co. will henceforth keep in touch with its big seagoing tug Savage and towing barges by means of wireless telegraph. The American De Forrest Wireless Telegraph Co. has just put into operation a wireless station here, and, as the Consolidation already has the tug equipped, an arrangement was made by which messages can be received and transmitted. This will be a big advantage, especially during heavy winter weather when barges often break adrift in bay ice-floes and assistance is needed. Heretofore the tug, after passing out to sea, has kept in touch with the government station at Cape Henry, from which point the messages came to this city by ordinary telegraph wires.

#### The Philadelphia Coal Trade.

PHILADELPHIA, PA., September 13.—(*Special Correspondence*).—The anthracite coal situation still remains quiet and with stocks in dealers' hands comparatively heavy. No improvement is looked for until cold weather approaches. The heavy production of coal during the past month is having its effect upon the market at the present time, owing to the small requirements of the trade and the consequent disinclination to take on additional supplies with winter prices prevailing offering no inducement for advance buying.

Further restriction of mining will be necessary to avoid the accumulation of stock coal. There is little incentive for buying in the retail trade, as the warm weather has not permitted the depletion of stocks, and many of the consumers have not yet returned from vacation, due to the high temperature of the current week, thus giving dealers only a small amount of business to work upon.

There is a fair movement of tonnage to distant points on foreign roads and the outlying districts, which are generally obliged to hold over for their supply until such time as it can be handled without interference to the trade local to the producing roads. Some unfilled orders for the special grades are also receiving attention, as there is seldom any cancellation of them by being delayed in shipment, because of their limited supply and their popularity in the trade.

The steam grades are in small demand and it is believed that the heavy stocks accumulated in one or two instances has had much to do in restricting the tonnage at the mines, being more particularly effective in this respect, however, with the individual producer, who is, as a rule, limited to storage capacity for carrying over dull periods.

#### Not Much Advance in Bituminous.

The bituminous coal market has not shown the increased development that was expected of it, in fact the trade is slightly quieter than it has been, probably due to the larger shipments in the past, filling up the storage yards of consumers where they are holding up on orders for further shipments. There is apparently sufficient business reaching shippers producing the better grades of steam coal to permit of their mines being steadily operated, but the demand for the poorer coals is quite slack, they seemingly being in less favor with the trade, since the experience of their use during the bituminous coal strike.

The lowness of car supply is not felt severely on some of the roads with no pressure for shipment at the moment, but as the larger trade of the fall season develops on both coal and other traffic, the situation is likely to become more

## The Baltimore Shipping Trade.

BALTIMORE, MD., September 13.—(*Special Correspondence*).—On the first page of THE BLACK DIAMOND for the last issue there appeared an advertisement that attracted not a little attention in the trade here because it is very largely applicable to the local situation in regard to bituminous. "Don't Be Dreaming" was its caption. Many a consumer is dreaming now, and when the awakening comes with the real shortage of car supply, more than likely to come within the next few weeks, there will be a disagreeable awakening for many. At present, even in the face of some scarcity in cars, coal at low prices is available, but the turn of the tide may come at any time, and then the man who is dreaming through these last warm days of a departing summer will begin to sit up and take notice—to complain and kick about the injustice, etc., of the coal man because Mr. Consumer cannot get coal as fast or at as low rates as he thinks he should be supplied.

But to be entirely fair it must be said that there are some who are not "dreaming." These men are now getting under cover, and a fair business is being prosecuted. What existing activity there is in line business has apparently had no effect on prices as yet, however. The trade has not awakened from its lethargy in this respect. Highest grade coals are still dragging along about the \$1.50 mark, and \$1.20 is no unusual figure for some of the lesser fuels.

Taking it all in all, bituminous is in rather peculiar shape, for, as indicated by the prices above, good coals are being offered freely at as low as any time this summer. In view of the fact that there is complaint of car shortage already, this seems rather strange.

The rapid disappearance of the old style wooden car of thirty tons and its replacement by the new steel car of nearly fifty on all of the main railroads continues to be a source of

some concern to small shippers and manufacturers. Wooden cars are getting to be more and more difficult to procure, and it would not be well to count on a supply of them for the future. The manufacturers and others in this section would do well to accept the inevitable, realize that the big steel car has come to stay, and make arrangements accordingly.

#### Tidewater Business Holding Up Well.

Tidewater business here is holding up very well, the New England ports getting the bulk of the shipments as usual. Charter rates have been fluctuating of late, but it may be said that there has been about a five-cent increase along the line for northern bottoms during the past week or ten days. Boston is being quoted at from seventy-five to eighty cents, the larger number at the first named price. There have been several Bath charters announced at eighty cents Salem and Portsmouth charters were also announced at eighty.

There have been but few charter announcements for southern ports. High rates due to the hurricane season along the southern end of the Atlantic coast seem to have had a temporary effect in curtailing this business. Quite a number of steamer charters to Mexican ports have been announced this week, however, showing that this prosperous branch of the export trade is still flourishing.

The constantly increasing coal shipments of the Baltimore & Ohio railroad have been noted in these letters from time to time, but there has been but little said of the increase being made by the Western Maryland. The linking up of the West Virginia Central as part of the system greatly increased this shipping, and the opening of the Coal & Coke railroad is expected to have a splendid effect on the property, especially after the vast undeveloped properties of the Davis



critical. This should not be overlooked by those not having a full supply of coal on hand.

Trade at the tidewater ports is small and somewhat demoralized in regard to prices on account of the shipment to them being in excess of the market requirements. This has resulted in embargoes and accumulation of demurrage charges.

### The New England Trade.

BOSTON, MASS., September 13.—(*Special Correspondence*).—Business in anthracite coal at this center since the first of the month has been exceedingly quiet with so little interest manifested that it is difficult to write about on anything worthy of note. The anticipated demand looked for on the return of people from their vacations has not occurred and the opinion in the trade is that no improvement of any account can be expected before October first.

What small amount of coal is being distributed is receiving little attention either at wholesale or retail and things in a general way are merely marking time, awaiting a change in conditions. A few orders from the shoal water ports are received by shippers, but this business is reduced from the amount that was taken during August. There being no inducement to purchase at this time any further requirements needed at them will no doubt be put off to suit their convenience as to shipment any time before ice makes.

The all-rail business in this territory is not taking any quantity of tonnage though here and there enough orders are picked up to absorb the coal allotted to this class of trade. A fair proportion of it is going to the further east and Canadian points in the lower provinces, which are taking their coal earlier than the nearby places to avoid any interruption in transportation later in the season. Shipments upon this business will continue for some time yet.

The steam grades have not shown the activity that has been usual in former years, evidently feeling the effect of the heavy stocks carried over from spring purchases, though as the season advances the requirements are likely to increase.

### Some Gain in Bituminous Market.

The demand for bituminous coal has improved to some extent with more orders coming in, while the outlook is somewhat brighter. Rumors are still current in the trade that the standard West Virginia grades are being shaded. While this is believed by some, it is difficult to locate any special instance.

Loading at Hampton Roads is very slow, causing much delay to vessels in that harbor, which if continued will have a strong influence with consumers to increase their shipments before conditions become more stringent. The short supply of coal reaching these shipping ports, it is understood, has been brought about by a shortage of cars and labor in both the Pocahontas and New River fields, while the demand for eastern line and western points has taken practically all the coal produced for at least a month past and the indications for increased shipments to deepwater is not very promising at present.

There is no amount of coal shipped on the market here except an occasional cargo of either the higher or lower grades, keeping the market quite firm and any concessions in price would be more likely to lose a sale than to make one, through suspicion being aroused.

The vessel freight market is demanding closer terms, limiting the days for loading and discharging to association bill of lading. The rates from the lower ports to Boston are 65@70c; New York, 50@60c.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending September eighth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumber- land.	Total.
Week ending Sept. 8, 1906...	12,558	16,609	29,168
Corresponding week, 1905 ....	10,950	19,405	30,355
Total for 1906.....	519,378	757,999	1,277,378
Corresponding period, 1905...	451,908	640,791	1,092,700

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 184,678 tons.

### Death of J. A. Heissenbittel.

John A. Heissenbittel, a prominent coal man of No. 1 Broadway, New York city, who had been ill for about six weeks, died at his home, 420 Seventeenth street, Brooklyn, on Friday morning of last week, in the seventy-third year of his age, from a complication of diseases.

Mr. Heissenbittel was born in Germany, and came to this country before he had outgrown his boyhood. Following his arrival he went to the west and later to Vicksburg, Miss., and was there during the siege by General Grant. Being a Union man, he got through the lines and came north to Philadelphia, where his wife joined him, and was for a time engaged in business there. Early in the seventies he entered the coal business under the firm name of Heissenbittel & Nelson, on Hamilton avenue, Brooklyn, and later went into the wholesale trade with his brother William, which relationship continued up to the time of his brother's death. Later, when his son became of age, he gave him an interest, which he retained until his death, when Mr. J. D. Heissenbittel continued the business in his own name. He was one of the organizers and the first president of the New Jersey Dry Dock & Transportation Co., at Elizabethport, N. J.

Mr. Heissenbittel was popular in the trade and highly esteemed for his integrity and honor in all his business dealings, which made for him many warm friends who sincerely regret his loss. He belonged to the Masonic order, and was for fifty years a prominent member of St. John's Lutheran church, having been one of its organizers. The funeral services were held in this church on Monday prior to the interment at Evergreen cemetery. The new organ recently donated to the church was used for the first time at the occasion of the last services in honor of Mr. Heissenbittel.

### Outing of New York Coal Men.

Owing to the limited attractions presented by the coal trade at present, and the seasonableness of such an occasion, an outing and clambake was arranged for by coal and transportation men of the Washington and Whitehall buildings, New York, which took place on Wednesday of last week. It was a complete success and a most pleasant affair. The party, consisting of twenty-four members, started on their trip to Locust Point, Cow bay, Long Island, at eleven o'clock in the morning, under the most favorable auspices.

The tug Vigilant, beautifully decorated with flags and bunting, donated by McWilliams Brothers, had been amply stocked with refreshments. An orchestra aboard, clear skies and an ideal climate, made the day a most enjoyable one, which will be long remembered by those who attended. On arrival at the place of destination, it was found that the genial host had made every arrangement in a way to satisfy the most critical epicure, and it is needless to say that the party did full justice to a real old-fashioned Long Island clam bake.

The feature of the afternoon was a game of baseball, which afforded much pleasure to both participants and spectators, resulting in a score of ten to one in favor of the team of Captain Seully, who evidently had a better knowledge of the ability of the players whom he selected to give him this advantage. The line up of the winning team was as follows: Mervin White, catcher; Albert McWilliams, pitcher; C. E. Williams, first base; I. R. De Nyse, second base; Thomas J. Seully, shortstop and captain; Herbert McCord, third base; William Haff, left field; Theodore Haff, center field; E. Forrest Powell, right field.

The opposing line up was: Harman Haff, catcher; C. P. Morrell, pitcher; C. G. Corr, first base; R. J. Bueholz, second base and captain; D. Brown, shortstop; C. R. Schultz, third base; Theodore Hansen, left field; D. De L. Hendrickson, right field; Charles Horning, center field.

Thomas Dennin acted as umpire and Charles Waterbury, of Stamford, Conn., was official scorer. Albert McWilliams was apparently a star pitcher, as he struck out thirteen men in the game, while Mr. Schultz on third base, caused some amusement by turning a somersault while trying to catch a fly ball. Herbert McCord, who

was made a policeman at the mines during the recent coal strike, wore his shield and made an arrest, but the party was honorably discharged by the presiding judge.

The general congeniality and close fellowship among the members present made the affair a very agreeable one, and following the sports the party returned at eight o'clock in the evening to pier No. 1, New York city, greatly gratified with the day's outing. Among those present and not already named were George H. Brasseur, Walter Lewis, Daniel McWilliams and A. Wenberg.

### The Interstate Commerce Law.

Continued from page 29.

on the line of transportation of such common carrier, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court, for each offense.

Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and wilfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding five thousand dollars or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court.

If any such person, or any officer or agent of any such corporation or company, shall, by payment of money or other thing of value, solicitation, or otherwise, induce any common carrier subject to the provisions of this act, or any of its officers or agents, to discriminate unjustly in his, its, or their favor as against any other consignor or consignee in the transportation of property, or shall aid or abet any common carrier in any such unjust discrimination, such person or such officer or agent of such corporation or company shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court, for each offense; and such person, corporation or company shall also, together with said common carrier, be liable, jointly or severally, in an action on the case to be brought by any consignor or consignee discriminated against in any court of the United States of competent jurisdiction for all damages caused by or resulting therefrom.

Penalties for obtaining concessions, on part of shippers and others.

Penalties for bribery.

To be continued next week.



It is now stated that the diameter of the smallest pulley over which a rope works should be in proportion to the largest size of wire in the rope, and not in proportion to the size of the rope itself. From a number of tests, it would seem that the pulley should be about seven hundred times the diameter of the largest wire. Smaller pulleys crystallize the wire quickly.



## Eastern General and Personal Notes.

Paul J. Rainey, of W. J. Rainey, New York, prominent in the manufacture of coke, sailed on Friday of last week via steamship Celtic for England.

President E. B. Thomas, of the Lehigh Valley Railroad Co., returned on Tuesday of last week on the steamer Kaiser Wilhelm der Grosse, after spending the summer in Europe.

James S. Whitely, president of the Baker-Whitely Coal Co., of Baltimore, will sail for England on the steamship Minneapolis today, September fifteenth, to be away for about a month.

The Chesapeake & Ohio railroad's shipments of coal during the month of July as compared with the same period in 1905, were 699,817 tons, as against 654,988 tons, an increase of 44,829 tons. The coke shipments were 24,462 tons, a decrease of 3,711 tons from July, 1905.

F. W. Wilshire, general manager of sales of the Consolidation, Fairmont & Somerset Coal Cos., New York, returned the early part of last week, after spending a month at the Sagamore, Lake George, N. Y. Mr. Wilshire greatly enjoyed his vacation and is again eager to get back to work.

Frank Pinner, sales agent of the Moreland Coke Co., Pittsburg, Pa., spent several days of last week in New York, in connection with the interest of the company and to further introduce its product in this market. It is understood he has met with success and expects to increase the business shortly.

A suit against sixteen Hartford, Conn., coal dealers has been instituted in the United States circuit court by Charles H. Hale, a coal dealer of that city, under the criminal clause of the Sherman anti-trust law. The plaintiff, an independent dealer, alleges that there is conspiracy to injure him by restraint of trade. Mr. Hale says the local dealers have used their influence so that he has experienced great difficulty in getting coal.

F. B. Davis Jr., vice-president of the Davis Coal & Coke Co., New York, returned on the steamship Kaiser Wilhelm II, on Tuesday of this week, accompanied by Mrs. Davis and her mother, Mrs. Harkness, after having spent about six weeks abroad. Mr. Davis took with him his motor car, in which the party toured both Europe and the British Isles, as far north as Scotland, making their outing very enjoyable, as well as a healthful one.

The anthracite coal shipments during the month of August were 5,400,511 tons, an increase over any of the three previous years for the corresponding month, making the total tonnage for the first eight months 35,767,760 tons, as compared with 40,305,578 tons for the same period last year, a decrease of 4,537,818 tons. The stock of anthracite at tidewater on August thirty-first was 660,337 tons, an increase of 126,642 tons during the month.

The Kokoals of New York city held an informal meeting in the Washington building on Saturday last. The object in getting together was to talk over and arrange plans for an active fall campaign and a committee was appointed to devise means to that effect. It was also decided that a Koruskation will be held on September twenty-seventh, and two committees were appointed to make the necessary provisions for same. It is proposed to establish a daily lunch club.

J. Samuel Smoot, commissioner of the Coal Merchants' Association of New York, attended the excursion of the Eastern and Central New York Coal Merchants' Association, on a trip to the anthracite coal mines, and was one of the principal speakers at the Glen Summit Hotel, where the party remained for the night. Mr. Smoot's service is frequently sought on occasions of this kind, or where there may be any gathering of coal men, owing to his long experience and extensive knowledge of association affairs.

The Amalgamated Coal Co., of New York, has just taken over the two soft coal properties of Weston Dodson & Co., located at Osceola, Pa.,

known as the Union & Weston. The properties produce about one thousand tons daily, and the purchase involves a coal contract for one thousand tons daily to be furnished as railroad fuel. This acquisition, with its purchases of several months ago, when it secured the mines of George Pearce & Sons at Puritan, Cambria county, Pa., as also that of William Price, known as the Pilgrim, places the company in a strong position to promptly provide a large tonnage upon its contract business.

Advices from the Pittsburg district the first of the week are to the effect that there is a depressing shortage of freight cars in the coal and coke fields and among the blast furnaces. The coke producers are said to be losing ground in shipments at the rate of one thousand cars a week. The blast furnaces are getting short of coal and the ore supply is inadequate to keep them going. The soft coal shippers to the lakes are not receiving more than forty per cent of the cars required. Railroad officials tell those suffering from a shortage that it is due to the heavy grain traffic which is taking all the cars. The railroads centering in this district got ten thousand new cars recently, but in spite of this the shortage is becoming more acute.

C. J. Wittenberg, president of the Chesapeake & Ohio Coal & Coke Co. and the New River Collieries Co., left on Thursday of last week on a business trip to inspect the development work now going on at Wittenberg, W. Va., where the New River Collieries Co.'s Crab Orchard coal property is located. The sinking of the two shafts is progressing rapidly, and one of them, it is expected, will be completed by the first of the year, tipples and other facilities being constructed to permit of its operation. The town of Wittenberg, being established there, is nearing completion, as regards the houses and public buildings under construction, and will be ready for occupancy in time to meet their requirements. Mr. Wittenberg will return during the current week.

The Boston Chamber of Commerce reports that receipts of domestic anthracite and bituminous coal at Boston, Mass., the past month and since January first, this year, compared with the same period the previous year have been, anthracite 113,247 tons and 1,024,940 tons, as against 129,156 tons and 1,201,267 tons, respectively, a decrease for the month of 15,809 tons, and up to August 31,236,327 tons, reflecting the idleness of the mines in the spring, but in consideration of this, the comparative August reduction indicates the unusual dullness that prevailed. Bituminous, 204,145 tons and 1,956,626 tons respectively, a total gain of 101,776 tons. The receipts of Provincial soft coal to September first were 397,579 tons, as compared with 411,418 tons for the same period in 1905, a decrease of 13,839 tons.

James Wilson secretary of agriculture, apparently does not agree with James J. Hill's review of the economic conditions in the United States. Commenting upon this matter in regard to the exhaustion of coal, wood and oil, Mr. Wilson says the farmer will meet the situation when coal becomes scarce. Congress has taken its first step in granting free alcohol, and this department is already at work to find out what the possibilities of this fuel will develop. Chemists are now working in a large cannery with a view of securing a cheap alcohol product through by-products. In Europe a special potato is grown which is said to be a large producer of alcohol, and an expert has been sent to investigate. Other experts are studying the uses of this fuel for heat and power, so that there need be no uneasiness about the prospective lack of coal and oil.

Judging from the announcement of the Pennsylvania railroad last week, that it was about to place an order for fourteen thousand freight cars, notwithstanding the fact that thirty-six thousand cars ordered by the company within the last ten months have not all been delivered, it is evident that officers of the road are looking forward to a record breaking movement of freight this fall. In consequence, it is stated that they

will make offers for individual cars owned by the coal companies on its lines. This move to be made shortly is merely in line with the company's policy by which its hopes to meet the criticism of the public and will be worked out under the direction of John B. Thayer, fourth vice-president, who is in charge of the traffic department. Officers of several of the coal companies owning individual cars say that while they have not been formally notified of the railroad's purpose to take over the private cars, the general understanding among them is that offers for their rolling stock will be made before the first of next year. They have been informally advised that it is hoped that private cars will be abolished from the Pennsylvania system by April first, 1907. Under the new rate bill, traffic officers of the railroads and executive officers of coal companies admit there is no opportunity for unjust discrimination, as the penalty for violations is so severe that it precludes violation.

The gross earnings of the Norfolk & Western railway for the year ended June thirtieth, as shown in the report issued on September sixth, were \$28,487,765, an increase of \$4,398,505, and the net earnings \$11,423,141, an increase of \$1,994,432. The net increase was \$7,452,374, the amount available for common stock dividends before the making of appropriations for improvements and new equipment was equivalent to nine and one-half per cent on the common stock. The actual surplus, after the payment of four per cent dividends on the common and preferred stocks, the appropriation of \$2,250,000 for betterments and of \$700,000 for additional equipment, was \$760,175. The balance carried forward to profit and loss at the close of the year was 3,800,853. President Johnson in his report says that \$41,364,598 has been spent for the improvement of the property in the past eight years. The coal shipments aggregated 9,510,439 tons, an increase of 1,326,863 tons over the previous year. The total coke shipments of the year amounted to 2,364,861 tons, an increase of 411,511 tons, or 21.1 per cent over that of 1905. There were 19,266,534 tons of freight carried, with a revenue of \$24,111,800. The proposed issue of \$34,000,000 convertible bonds and \$34,000,000 common stock will be voted upon by the stockholders of the company at a meeting to be held at Roanoke, Va., on October eleventh.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows:

Coal tonnage was offered more freely during the past week, and rates to Mexican and Windward Island ports were slightly easier. Rates to Cuba, however, were firm on account of the disturbances occurring on that island.

Rates to South America are firm, Mediterranean rates slightly lower, and far east rates unchanged.

Among the recent charters are the following: Steamer "Dulcie," 1,295 tons register, Norfolk to Havana, at \$1.45; steamer "Parkwood," 1,102 tons register, Norfolk to Havana, at \$1.45; steamer "Benedick," 1,758 tons register, Norfolk to Kingston, at \$1.55; steamer "Jupiter," 1,365 tons register, Norfolk to Port of Spain, Trinidad, at \$1.75; and steamer "Veritas," 672 tons register, Norfolk to Guantanamo, at \$1.90.

We would quote freight rates by steamer as follows: \$1.45@1.50 to Havana or Matanzas; \$1.80@1.85 to Cardenas or Sagua; \$1.55@1.60 to Cienfuegos; \$1.55@1.65 to Daiquiri; \$1.65@1.75 to Santiago; \$1.65@1.70 to Colon; \$1.70 to Port of Spain, Trinidad; \$1.75@1.85 to St. Lucia; \$1.55@1.65 to St. Thomas; \$1.75@1.85 to Barbados; \$1.50@1.55 to Kingston; \$1.30@1.35 and port charges to Curacao; \$2.25 to Demerara; \$1.75 to Bermuda; \$1.50 to Vera Cruz; \$1.50 to Tampico; 16@17s to Buenos Ayres; 17@18s to Rosario; 17@18s to Rio; 17@18s to Santos; 9s@9s 6d to a direct port in the Mediterranean not east of the west coast of Italy, Spain excluded; \$5.25 and discharged to Manila; \$5.75 to Japanese ports.



### Western Retail Notes.

Johansen Brothers have sold their coal business at Tyler, Minn., to Lars Jensen, of the same place.

The Manning Fuel Co., St. James, Minn., has enlarged its coal sheds preparatory to starting the fall business.

Gishwiller & Sullivan, Lena, Ill., have leased the warehouse of George Shick at that town, and will use the same for storing coal during the coming winter.

A fire was recently discovered in the coal bin of McKee & Walkinshaw, Blanchard, Iowa, but as the coal was removed before the blaze gained any headway the loss will be small.

George Dills, of Vincennes, Ind., who recently sold his coal business in that city to W. E. Walker, of Cairo, Ill., will it is said, open another coal office soon in Vincennes.

The coal pile of Frank & Lucas, Blanchard, Iowa, was recently discovered to be on fire, and it was found necessary to remove most of the fuel before the blaze could be entirely extinguished. It is not believed that much damage was caused.

The retail coal dealers of Kansas City have formed an association which is received with popular approval. It is called the Correct Weight Association and its object is to see that the consumer gets what is coming to him. Special policemen sworn in by the mayor but paid by the association will intercept teamsters at random and require them to take their coal to the scales and have it weighed. Whenever the weight falls short a warrant will be sworn out.

Lower rates on coal from Colorado to western Kansas points is the next concession that Carr W. Taylor, attorney for the Kansas board of railroad commissioners, will endeavor to secure from the railroads. In a circular letter to the mayor of each county seat in the State, Mr. Taylor outlines a plan to secure lower coal rates. The plan of operation proposed by Mr. Taylor is outlined in his letter as follows: "In case we fail to secure a reduction in said coal rates through the request of our board of railroad commissioners, it will be necessary for us, in order to properly present the case to the Interstate Commerce Commission, to employ an expert to prepare tables of comparison of coal rates for us and who is familiar and competent to testify to the traffic and commercial conditions affecting the making of freight rates on coal. Our board of railroad commissioners has decided that the contingent fund of five thousand dollars given to it by the legislature can not be used for such purpose. Therefore, it will be necessary to raise the money necessary and to ask that interested parties contribute small sums for such purpose. As from fifty to sixty counties are interested in securing the reduction, a subscription of twenty dollars from each county ought to be sufficient to defray these expenses and secure the most capable experts. I know you will be interested in this question and will immediately appoint a competent committee to make investigation asked for above and to receive subscriptions for its share of the above mentioned expense. Your draft should be made payable to the Merchants National bank of Topeka, Kas. No part of this fund will be used for any other purpose than that above mentioned and if any remains at close of case it will be returned to subscribers. This case is of vast importance to the people of our State and if we are successful in securing a reduction in our coal rates, will be the means of saving hundreds of thousands of dollars annually. I sincerely hope that you will give the matter immediate attention and have your committee report to me within ten days."

### Western Coal and Coke Notes.

The Northwestern Fuel Co. will make a large addition to their coal storage warehouse at Thirty-second street and Hiawatha avenue, Minneapolis, Minn. The main building will be thirty by 216 feet, and the office thirty by twenty feet. The cost will be five thousand dollars.

The Chicago, Burlington & Quincy's new automatic coal house and chutes at Chariton, Iowa, burned a few days ago. The origin of the fire is a mystery, but the general supposition is that it

was spontaneous combustion or a dust explosion that caused the fire. The new structure was just completed in February at a cost of thirty thousand dollars, and was considered one of the best coal houses along the line of the road. It is understood that the plant will be rebuilt at once.

Oklahoma claims to have more coal than any other State in the Union. Just how much there is has never been determined. New veins are constantly being discovered. Few people have any conception of the immense deposits in the new state. Up to within the past few months it was believed that practically all the valuable coal was in the Choctaw nation but recent investigations have shown that vast deposits underlie certain parts of the Creek and Cherokee nations as well.

The Denver & Rio Grande railway has begun suit against the Atchison, Topeka & Santa Fe railway and the Pueblo Gas & Fuel Co. to solve the mystery of the whereabouts of a carload of coal. The Rio Grande delivered the coal to the Santa Fe for delivery to the gas company at Pueblo, Colo., and later received back the empty car. The gas company refuses to pay the freight of \$116 because it claims it never received the coal. The Santa Fe says it delivered the coal. So the Rio Grande wants the court to settle it.

The Baltimore & Ohio railroad has decided to four-track its lines between Pittsburg and the Connellsville coke region, a distance of about seventy miles. It is expected that the work will be completed in a year and a half. The engineering department has prepared plans also for practically rebuilding the Pittsburg & Western division from Allegheny to Newcastle, a distance of fifty-seven miles, and shorten the running line to Chicago, reducing the time between Pittsburg and Chicago by two or three hours.

The miners at Edna mine, No. 2, at Irwin, Pa., went out on strike Monday because the company refused to allow beer agents to come into the town to make deliveries. The coal concern owns the land surrounding the mine and agents of all kinds are barred out. There is a hotel in the town and it is so regulated that drunkenness is kept down. Yesterday a number of men refused to go to work unless the embargo on outside beer was lifted. The company refused and this morning the mine is abandoned and three hundred men are idle.

Work on the new mine of the Tazewell Coal Co., near Pekin, Ill., is going forward at a good rate and it is hoped to have the shaft in operation by October fifteenth. Tracks are being laid for the convenient handling of the output and workmen are busily engaged in putting in a track scale where all their product will be weighed. The new mine will have a capacity of thirty or more cars per day after things get in running order. The new shaft is northeast of the old one some hundreds of yards, between the Big Four and Santa Fe tracks, and both railroad companies already have switch tracks leading to the shaft. The new mine will give employment to many more men and is an important addition to the city's industries.

Columbus, Ohio, coal men are much interested in the large mine which is being opened at Canaanville, six miles east of Athens, by Brown & Jones, of Jackson. This territory was prospected several years ago, much diamond drilling being done, and it was reported as containing no coal. The prospectors, however, did not put their drills down over two hundred feet and failed to strike the vein. About a year ago parties secured options on a large tract of land and going down about 450 feet struck a nine-foot vein of coal. They sold their options at a good profit, and the Jackson men are now putting down a large shaft. This opens up an entirely new coal district. The New Pittsburgh and the Sunday Creek Cos. also are doing a great deal of development work about Athens, and next year will see a big increase in the coal production of this field.

By the caving in of a large section of rock and earth in the entryway of the Belt, Mont., coal mine, owned and operated by the Anaconda Copper Mining Co., that operation is at a standstill and nearly three hundred men have been temporarily thrown out of employment. The cave-in occurred at a point about one hundred feet from the mouth of the tunnel and extending backward

for a distance of between 150 and 175 feet. The tunnel was completely filled with a mass of sliding earth and rock, but fortunately none of the miners were caught by the fall, the accident happening at a time when the plant was closed down. Superintendent Kinney at once put a gang of men at work endeavoring to reopen the entry but as fast as the rock and earth was removed more came down to take its place and it was found necessary to cut into the hill from above to remove the loose material which was sliding down into the entry.

Instead of storing great quantities of coal in the open air on the big coal docks located in St. Louis bay, there is some talk among Duluth, Minn., coal dealers of the possibility of installing the new under water storage receptacles which, it is predicted, will save a considerable sum to the coal dealers in preventing the wind from blowing away quantities of the coal in the shape of dust. The under water idea will also shut off all possibility of fires getting any foothold as in times past when the flames, starting spontaneously in the bottom of the piles, would smoulder for weeks at a time before they could be checked. The under water innovation in the storage of coal has already been tried at one or two of the lake ports in the east and has been found to be a successful method of preserving the coal and preventing fires.

Operations have now been fully resumed at the Rock Fork mine, Red Lodge, Mont., which was badly wrecked by an explosion in which eight lives were lost last June, and shipments are being made as before the disaster. Suits, in which damages aggregating \$150,000 have been filed, by heirs of the victims, against the owners, the Northwestern Improvement Co., an adjunct, it is said, of the Northern Pacific railway. It is also reported that the Northwestern Improvement Co., which owns big coal mines in Kittitas county, Wash., will soon issue an order that no more of the product of these mines will be sold and that all the agencies will be discontinued. The Northwestern is a subsidiary corporation of the Northern Pacific, and, according to the report, all of the coal from the mines will be required by the Northern Pacific Railway Co. It is said that the Northwestern Co. has been unsuccessful in securing other coal lands in Kittitas county, which has forced it to take this action as a protection to the railway company. If this order is carried out it will be far reaching in its effect, for the coal from the Kittitas county mines is consumed in all parts of the state. Thousands will be affected, for it means that higher prices will have to be paid for other coal.

### Eastern Coal and Coke Notes.

The Burchinal Coke Co. has planned for the building of fifteen more ovens at its plant near Outcrop, Pa.

The Glen Easton Coal Co. is perfecting plans for extensive improvements at its mine near Wheeling, W. Va., whereby its capacity will be increased to about fifteen hundred tons per day.

The Locust Spring washery at Shamokin, Pa., operated by the Philadelphia & Reading Coal & Iron Co., has been shut down for an indefinite period. Many men are thrown out of employment.

J. W. Iams, of Waynesburg, Pa., has sold 220 acres of coal in Morris township, Greene county, Pa., to Walter Hawkins and Robert Hoskinson, also of Waynesburg, for one hundred dollars an acre. Mr. Iams purchased this farm a few years ago at a nominal price.

Francis Rocks, of Masontown, Pa., and Richard and H. A. Davis, of Everson, Pa., have bought twenty-five acres of coal land in Mt. Pleasant township, Westmoreland county, and will proceed at once to build a forty-oven coke plant. The consideration was about one thousand dollars an acre.

The grading of the new anthracite coal storage plant of the Susquehanna Coal Co. at Old Bridge, outside of South Amboy, N. J., is completed, and the work of erecting the conveyors and reloaders, which will be done by a concern in Philadelphia, will begin at once. The plant, which is intended for the storage of coal for tide shipment, will consist of fourteen floors, with an aggregate capacity of about 225,000 tons. It is to be completed and ready for operation this fall.



Because of the custom prevailing in the anthracite field to observe the funeral day of victims of mine fatalities the employees sacrificed about \$1,000,000 in wages last year, when 644 lives were lost. The average amount paid out in wages a day at a colliery is \$1,500. It is said that steps will be taken at the forthcoming annual convention next month of the United Mine Workers of America to abolish the custom and have the colliery at which a victim perished work on his funeral day, and instead of the members paying tribute to his memory by taking a day off from their employment to devote fifty per cent of their day's earnings to the family of the victim.

On September first the Pittsburgh Coal Co. secured an advance of twenty-five cents for its output in the north-west markets and an increase of ten cents in the Hocking district. It is learned that the company has never enjoyed such a prosperous period as at present. Net earnings for July were four times larger than those in July last year and from the figures at hand for August the same ratio of increase over last year is shown. The company it can be stated, has more cash on hand than ever before in its history. "The only thing that can curtail our record business," said an official of the company, "is the car shortage. So far we have been rather fortunate in this regard. The standing of the company among banks and other financial institutions has improved materially within the past six months."

The new colliery opened under the direction of Slattery Brothers, near Green's Pond, a short distance east of Port Carbon, Pa., gives promise of proving a great benefit to this town. Work has been progressing for two years, and the operators claim to have cut several veins of the very best of coal. Extensive plans for its mining are now being made. A siding has been laid to connect the colliery with the Schuylkill Valley division of the Philadelphia & Reading railway. Work at building an up-to-date breaker has been begun, and is already well advanced. The breaker will be provided with the most improved machinery, and will be first class in every particular. All the improvements are being pushed as rapidly as possible, and it is expected that by the opening of the new year the colliery will be ready to ship coal.

The Reliance Coal Co., of Pittston, Pa., has struck a new six-foot vein of coal of excellent quality in the new shaft which they have been driving, at a distance of 237 feet, and the company feels much elated over the quality of it. It is the intention to open up new headings and increase the capacity several hundred tons per month when in operation. The company as first formed only operated for a year or more when they sold out to Theodore Hogan, superintendent, and Pittston, Avoca and Scranton capitalists. Mr. Hogan undertook to sink the shaft while in the em-

ploy of the old company and several scoffed at the idea that the shaft being sunk at that point would be successful. None now feel happier over the find than Mr. Hogan, who is still superintendent. The additional acreage of coal that the Reliance secured from the Lehigh Valley and the finding of the new vein of coal will result in increasing the capacity of the breaker as soon as Mr. Hogan returns from a western trip.

State Tax Commissioner Dillon, of West Virginia, has instituted proceedings in the circuit court of Fayette county to remove from office S. T. Carter and B. E. Bare, assessors of Fayette county. Dillon a few days ago went to Fayette county to look into the matter of assessing the leasehold estates of the coal operators. He says he found that the assessors proposed to place the valuations of that kind of property at figures much smaller than he thought proper, and he suggested certain amounts that would have made the total about \$5,500,000 for the county. He gave these figures to the assessors and warned them that unless they made the assessment somewhere near them he would bring an action to oust them. The assessors made the assessments of the leasehold estates and the total reached was \$604,000, or a little more than ten per cent of the amount demanded by Dillon. In the petition filed by him today Dillon alleges that the assessors have "wilfully and fraudulently disregarded the law and violated their oaths of office, and that they were influenced to do so by the owners of the property." The coal leaseholds in Fayette county were last year assessed at seventy-five thousand dollars.

The absence of a large increase in the number of coke plants in the Pittsburgh district, as a result of the present prosperity in the iron and steel trade, with resulting excellent prices for coke, has been remarked recently by those familiar with the trade. The explanation given by one of the larger coke producers is that the cost of coking coal lands has risen to a figure that it staggers the prospective investor. He says that five years ago fourth pool coking sold for one hundred dollars an acre; now it is held at one thousand two hundred. Thick vein coal that was not considered good coking coal then, and was valued at fifty dollars an acre, is now worth six hundred dollars. The cost of development has increased remarkably. One concern here laid aside three hundred thousand dollars to meet the cost of adding three hundred ovens to its plant. The actual cost when the work was completed was eight hundred thousand dollars. He says further: "This shows how expensive the development work has become, even after the coal is secured. Such costs as these make many men who could enter the business hesitate before they tie up so much capital in a single venture. Others cannot command such large sums."

J. P. Delahaunty Jr., H. C. Berlew and James McDonald, all of West Pitts-

ton, Pa., have commenced an action in equity against the West Pittston Cemetery Association and the Clear Spring Coal Co. asking the court for the granting of a preliminary injunction to restrain the two defendants from proceeding on a coal lease or contract. The plaintiffs contend that they are the owners of lots in the West Pittston Cemetery and that they are members and stockholders of the above cemetery association. Their contention is that on July thirty-first, 1906, the cemetery association leased the coal underlying the cemetery to the Clear Spring Coal Co. without the consent or sanction of all of the stockholders. The plaintiffs and several others of the stockholders on learning of the lease made application for the privilege of looking at the lease and inquiring into its contents. They claim that both the coal company and the cemetery association refused to permit them to look at it. They further allege the association did not have the right or authority to lease or sell the coal underlying the cemetery without consent of all the stockholders or owners of lots in said cemetery and consequently the plaintiffs brought this suit to have the court restrain the coal company from proceeding with the mining until the court has decided the question.

### Southern Coal and Coke Notes.

#### New Southern Enterprises.

C. L. Walker, James Bolar and Lec Camp, all of Hickman, Ky., have organized the Independent Coal Co., at that city.

The Simpson Coal Co. has been incorporated at Mobile, Ala., by John R. Simpson and a number of associates. The capital stock of the company is six thousand dollars.

Incorporation papers have been filed at Gadsden, Ala., by the Straight Mountain Coal Co. The incorporators are Henry J. Certain, Robert T. Baugh, Tracy W. Pratt, and J. R. Boyd, of Huntsville, Ala., and C. M. Baugh, of Gadsden. R. T. Baugh is president; J. R. Boyd, vice-president, and H. J. Certain, secretary. The capital stock is fifty thousand dollars. The company owns fine coal mines on the eastern brow of Sand mountain, near Gadsden, which will be developed on an extensive scale. The incorporators are principally Huntsville business men who possess ample means to carry on the enterprise.

#### General Southern Coal and Coke Notes.

A vein of soft coal has just been discovered on the land of Col. W. J. Tally, near Bass, Ala. Mr. Tally will begin work on the new find at once.

The Montlake Coal Co., Knoxville, Tenn., operating mines in the Walden's ridge belt, has filed a mortgage for the

purpose of issuing \$22,000 in bonds to bear interest at six per cent.

The Bates Coal Co., of Bates, Ark., has commenced grading the railroad to their mine, and expects to be shipping coal by October first. They will employ about one hundred men.

The Mineral Development Co., of Philadelphia, has purchased six hundred acres of mountain land in Letcher county, Ky., paying forty dollars an acre. The property is situated in the heart of the Elkhorn coal valley, and this is said to be the highest price ever paid for Kentucky mountain land.

The Kansas City Southern railway has announced that it will put in at Port Arthur, Texas, a coaling station with a capacity of 2,500 tons. As some of the boats now making the port have to coal from lighters or go to Galveston, this will be directly to the interest of the shipping which makes use of the canal. The road also states that there will be large expenditures for terminals in the near future in addition to what has already been undertaken.

By a deal just closed between the Chattanooga Coal, Iron & Railway Co. and a party of eastern men, namely, Robert Marshall, Dr. W. A. Longnecker and Melton A. McCormick, of Pittsburg, Pa., Charles W. Stauffer, of Scottdale, Pa., and George A. Barnum, of Cincinnati, Ohio, these gentlemen have come into possession of six thousand acres of coal lands in Marion county, Tenn., which they propose to improve at once. The land lies on the edge of Marion and Hamilton counties, about twelve miles down the Tennessee river from Chattanooga, and has a river frontage of about one and one-fourth miles, running back to the brow of Walden's ridge. It is the intention of the new owners to organize as a company and invest a large sum in the development of coal mines upon their property.

Two new coal mines have already been opened on the line of the Clear Fork railway, east of Jellico, Tenn., and two other mines will shortly be opened. The two in which mining operations have begun are the Clearfork Coal & Coke Co., and the Pruden Coal Co., the president of the former company being J. B. Templeton. One of the two mines which are soon to be opened is known as the Rogers Coal & Coke Co., the style of the company which is to operate the other not being ascertained. Coal is now being mined and shipped from the Clearfork Coal & Coke Co. and the Pruden Coal Co., and active preparations are being made for the opening of the two mines which propose soon to begin business. The Clearfork railway was built jointly by the Southern railway and the Louisville & Nashville railroad to develop the coal veins east of Jellico, and the beginning which has been made indicates that a profitable coal field will be opened in the region tapped by the railroad.

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## The Hocking Valley Trade

COLUMBUS, OHIO, September 13.—(Special Correspondence.)—Warm September weather is having a slightly retarding effect upon the domestic coal market, according to the statements of some of the local operators, who report a falling off of both orders and inquiries, though not in sufficient volume to weaken prices or to create cause for anxiety, the situation being regarded as one which will quickly mend itself, with the advent of a little more fall-like temperature.

This condition is not unacceptable to the companies having lake contracts to fulfill before the close of navigation. Small operators have been approached during the past week by offers for the output of mines to meet these requirements, both by local concerns and those in other fields, but the prices on lake business are not attractive at this stage of the season as compared with those which govern current trade. A general good feeling over the trade outlook continues to prevail, and it is felt that the market will stand another advance by October first, or in lieu of this coal will go to a premium. A repetition of the experience of last fall, when Hocking lump brought \$2 and \$2.25 in the Chicago market, is hoped for, without the slump which followed in the wake of that period of prosperity, due to an unseasonable winter.

### Cars Fifty Per Cent Short.

Cars remain about fifty per cent short of the demand, this shortage appearing to be uniform, with no complaints as yet of discrimination. The situation was eased up in a slight degree last week by the voluntary idleness of miners incident to Labor Day and the state fair, the latter event always drawing a large attendance from the Hocking valley. On the whole, the car supply has held up so far much better than was anticipated a month ago, but it is believed that the worst fears are liable to be realized with the first touch of cold weather. The good business of the summer has not been due in any great degree to the providence of dealers in laying in stocks, and the annual scramble is looked for a little later.

### Retail Trade Is Chaotic.

The local retail trade is in a more chaotic state than for several seasons. Prosecutions instituted in several cities of Ohio last winter against alleged combinations of dealers for advancing prices are claimed to discourage the usual community of interests along this line, particularly as some of the newspapers have taken the attitude of champions of the consumer and are exercising a surveillance over the movements of dealers. Independent action on the part of many of the latter in putting up prices this early in the season has called forth some bitter newspaper attacks. Ordinarily at this time of year Hocking lump sells in the local market at three dollars per ton, but a canvass of the coal yards made within the last day or two discloses that while some dealers are still supplying coal at this figure, others are getting \$3.25 and \$3.50, yards owned directly by operators standing out for stiff prices.

In defense of their action in enforcing former winter prices, dealers plead the increased expense at which they are placed under the new car service rule, which reduces the time for unloading from ninety-six to forty-eight hours. A vehicle tax which has just gone into effect is cited as a further item of outlay. West Virginia is selling at \$3.25

to \$3.50 and Pocahontas at \$4.00. The latter is expected to have no further advance, as stocks are laid in early by that class of consumers who can afford the luxury of a smokeless domestic coal.

### GENERAL AND PERSONAL NOTES.

President Blower, of the Hisylvania Coal Co., is in Pittsburg.

O. F. McKinney, president of the Zanesville Coal Co., was in town on Wednesday.

Harry Loomis, of the National Fuel Co., Akron, was in Columbus the fore part of the week.

H. H. Heiner, vice-president of the Sunday Creek Co., paid a visit to Toledo and Cleveland this week.

The Dean Coal Co. has secured a yearly contract on two large office building for its Cambridge coal.

C. M. Anderson, of the Anderson Coal Co., was at Shelby, Ohio, this week attending the funeral of a relative.

W. M. Byers, formerly with the Glenmore Coal Co., of this city, has embarked in the wholesale coal business at Dayton, Ohio.

Jacob Rapp & Co. have been awarded the contract for furnishing the county coal for the next twelve months, their bid being \$2.13 on Hocking lump.

The War Eagle Coal Co., in the Schultz building, has been rearranging its quarters, a new room having been taken on for the use of President Foster.

The Capitol City Coal & Coke Co. has removed its offices from the seventh to the eleventh floor of the Columbus Savings & Trust building, adjoining the quarters of the Coal club.

Among retail dealers in the city last week from throughout the state were: T. J. Loubis, Hepburn; O. E. Niles, Circleville; A. A. Huber, Piqua; Jacob Horr, Mechanicsburg; J. M. Landis, Shelby; W. S. Kechly, Piqua; Mr. Glenn, of Glenn & Sheppard, Newark; C. Kraft, Reynoldsburg; and W. H. Weekly, Newark.

The Ralston Steel Car Co. at this point is turning out ten new cars a day and is enlarging its capacity to double this output. It recently delivered five hundred cars to the Ohio Central lines and is now filling an order of one thousand for the Kanawha & Michigan. The cars are of special type with drop bottoms, the patents for which are owned by the Ralston Co.

The Eagle Coal & Coke Co., following the lead of certain other Hocking operators, will open up a retail yard in Columbus for the sale of a portion of its product. It has acquired the business known as the West Broad Street Coal Co., heretofore conducted by Mrs. J. A. Caldwell. The location is on the Baltimore & Ohio Southwestern. New bins will be put in and the plant otherwise enlarged and improved. A specialty will be made of the domestic coals, Raccoon Valley, Pine Lump and Job's Shawnee No. 6 vein.

An important and novel piece of engineering is being put through in connection with the new Buckeye Splint mine belonging to Maynard Bros., well known Columbus operators. The mine, which is located at Rutland, Meigs county, has openings on opposite sides

of the hill, and the two points are to be connected with a trestle between four hundred and five hundred feet in length, having a maximum altitude of thirty-six feet. This spans the Kanawha & Michigan railway, and the entire coal traffic of the latter will pass beneath the trestle. Professor Rae, of Ohio State University, is the engineer. The new mine will have a capacity of five hundred tons a day and will be ready for operation before the first of the new year.

An effort is being made by Secretary Cate, of the Ohio Wholesale & Retail Coal Dealers' Association to have present a strong force of retail men on next Tuesday, the eighteenth, when the car service question is to have a hearing before the State Railway Commission. By their attendance dealers will show that they are interested in the matter at issue and thus create a good moral effect. The event is attracting notice on the part of the general public, as a number of other commodities besides coal are affected. This is the first case to come before the new railway commission, which was created by the last state legislature.

Another ruling which will materially affect the shipping arrangements between the coal consumer and the operator places the railroad in the attitude of agents for the consignee, rather than the consignor. All coal is handled on a tariff separate from other freight, and the railway commission maintains that it embodies many inequalities which must be remedied. One of these is the clause limiting the liability of the railroad to a shortage in weight of more than five hundred pounds. If the loss was greater than this amount the consignee was left to fight it out with the coal operator. It is claimed that big consumers always asked for this shortage and it was allowed them by the railroad companies, the small ones being ignorant of this undisputed concession and not making a practice of asking for it and that therefore it practically amounted to a rebate to the more important shipper. After January first this five hundred pound limit will be removed, and the consignee must be furnished a bill of lading with each car. Instead of the shipment becoming the property of the consignee as soon as it leaves the mine the latter will not be responsible for it until the car is delivered to him, and if it does not conform in weight to the amount entered on the bill of lading he will have redress from the railroad. The point is made that in many instances the railway company and the coal producer are one and the same, and that the door is thus left open for many injustices.

Car service men in Columbus, Ohio, take exceptions to the strictures of the coal men in the new car service rules. They say that instead of being more stringent the new rules are more liberal than the old, as in the majority of cases the free time is seventy-two hours instead of forty-eight, as there is but one placement of cars and that at seven o'clock in the morning. The car service men say that in justice to all the shippers on a line a car should be unloaded promptly, as this will relieve congestion and add largely to the equipment of a road. They say that cars are too much in demand and terminal space too valuable to give either up to a shipper who fails to secure proper storage room and that the car service charge, wherever enforced, fails by many times to pay the railway company for the loss occasioned by the delay of the car. In regard to the case now before the state railway commission railway attorneys say that they have a decision of the United States court in the Louisville district in Kentucky that forty-eight hours is a reasonable time to allow for the unloading of cars. In case the decision of the state commission is against the railroads the right of review by the courts will be invoked by the railway companies at once.

Should you be in the market for Kanawha Splint and Gas or New River Pocahontas Smokeless Coals just drop the hint to the

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### Southern Coal and Coke Notes.

The Virginia Iron, Coal & Coke Co., of Bristol, Va., acquires title to twenty-three thousand acres of the richest timber and mineral land in east Tennessee. The land lies in Johnson county and was purchased from George S. Scott, of New York, at a consideration of \$90,000. The purchasers will develop the property.

The Alabama Coal, Iron & Lumber Co., a corporation organized some months ago by Chicago capitalists and having a charter in South Dakota, has acquired thirty thousand acres of mineral and timber lands in the Paint Rock valley, near Huntsville, Ala., and will build a mineral railroad from Gurry to its property nine miles from the

Southern railroad. The company has a capital of one million dollars. It has secured the right of way of the old Gurry & Paint Rock Valley railroad, the roadbed of which is graded, and the new railroad will cost not much over one hundred thousand dollars.

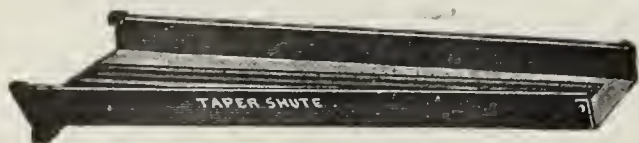
The stockholders of the Bessemer Coal, Iron & Land Co. held an important meeting in Bessemer, Ala., on September first, at which it was decided to issue \$250,000 in bonds for the further extensive development of the company's property. The greater part of the mining property of the Bessemer Coal, Iron & Land Co. is located at Belle Ellen in Bibb county, Ala. The company has also recently secured a large tract of mineral land at Wind Rock, Tenn., which it will develop extensively. One of the most important improvements that will be made will be the installation of

an up-to-date expensive electric haulage system in the mines.

The Southern Railway Co. has authorized the building of nearly 4,000 additional freight cars of approved type for use in East Tennessee and Alabama mining districts. The cars will first be sent to the Knoxville territory. The building of the cars has already begun, and the entire consignment is expected to be ready for use in time for the heavy fall and winter coal movements. The cars are building at the works of the American Car & Foundry Co. at Berwick and Butler, Pa., and all will be of fifty-ton capacity.

The Aldrich Mining Co., of Brilliant, Ala., has a system of continuous weighing and dumping that has proved very efficient. As now operated, the train of loaded cars is hauled to the dump,

and stops for a moment with the motor on the tippie (the trolley wire running through it) and the first car on the weighing scale. As each car is weighed, the motor moves forward, bringing the car on the tippie where it is automatically caught and dumped. At the same time the next succeeding car is being weighed. One man, by means of a lever, can dump the cars and attend to the weighing while the train of cars in is in slow motion, without stopping them at all. After the rotation of the tippie has been started, the remainder of its movement is automatic; it revolves completely, returning to its original position. At no time during the dumping of the entire trip are any of the cars disconnected, this being made possible by fastening the links which form the coupling to an eyebolt acting as a swivel. This tippie will dump seven cars per minute.



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# THE BLACK DIAMOND

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CINCINNATI

SEPTEMBER 22, 1906.

NEW YORK  
PITTSBURG

\$3.00 PER YEAR.

## General Review of the Markets.

No radical changes are to be noted as having occurred in the coal markets of the country during the past week, progress toward added strength of demand and in the matter of prices having been only moderate and in most cases in accordance with what was to be expected from conditions and causes then existing and operating. The continuance of steady warm weather in most sections of the country undoubtedly contributed largely in retarding advances which otherwise would have been made. If the storms which are reported as prevailing in many sections of the country Wednesday night and Thursday are continued with full equinoctial violence, it may be presumed that the coming week will mark the real beginning of heavy autumn business.

The unusually quiet conditions prevailing in the anthracite coal trade last week have continued practically without change and no appreciable variation is expected as long as summer temperature continues. Trade at the seaboard has been very dull, but at the mines business is reported as having been excellent since the resumption of work after the suspension of operations following Labor Day, in fact, orders have been received so rapidly that the operators have not been able in every instance to fill them promptly on receipt. Large quantities of anthracite are in storage at the present time and it is believed that the time is near when these reserve supplies will be needed and put to good use in supplying a demand too great for the current daily output to take care of. The demand for all other sizes is in excess of that for pea coal, so that the latter is going to the stock piles in large quantities.

Regarding the supply of steam coal in the hands of manufacturers and other large consumers, expert opinion is to the effect that very small quantities of the steam sizes have been accumulated and many of these consumers are beginning to place large orders in excess of current needs for the purpose of acquiring winter stocks. This movement has resulted in a marked change from the dull condition of the market for the finer sizes, which have been especially heavy for some months. The immediate effect of this demand has been a development of a shortage of supplies for immediate delivery and a stiffening of prices for buckwheat, rice and barley, which are bringing from twenty to twenty-five cents a ton more than they were a short time ago. It is believed also that the limit has not yet been reached.

All-rail business is active and the railroads are making a special effort to secure all the foreign cars possible for the shipment of coal to destinations off from their own lines, especially where shipments are to points on roads known to be hard pressed for cars, creating a likelihood that the return of cars will be slow. Retail business in Greater New York shows very few signs yet of improvement, but in the smaller towns and cities domestic consumers are beginning to make their winter purchases. Ocean shipments have not been as heavy as earlier in the season, so that freights are somewhat easier.

### Slow Improvement of Western Anthracite Trade.

Anthracite trade in the west still displays the somewhat peculiar characteristics which it has manifested throughout the present season. With two-thirds of the month already past the deliberateness of buyers is almost as great as in mid-summer. In through-rate territory a certain degree of activity is manifested on the part of retailers in response to an increased placing of orders on the part of domestic consumers. Otherwise the western anthracite trade is remarkably quiet, both among the wholesalers and with the retailers. Even with the volume of business as light as it is, shipping facilities are fully taxed in the effort to make reasonably prompt deliveries so that those who are getting in their supplies now will without doubt be congratulating themselves in the near future, as they will have ample opportunity to do when the real rush begins.

A perceptible improvement in demand is apparent in the bituminous coal trade of the seaboard markets, although expectations for September have by no means been realized. The delay in the coming of this expected improvement in demand, however, can at the worst be only a brief postponement, as there is no reason whatever for predicting any reduction in the consumption of bituminous coal by the interests which have used it in the past. For this reason, and because there has been no heavy stocking of coal on the part of consumers for many months, it is evident that better trade conditions must come soon. The most marked improvement has been in connection with the trade in the far east, which is helping materially in increasing the output at the mines. This strengthening of demand in the east has been stimulated by the coastwise freights, which are quite low at the present time. The strength of this demand can not, however, be expected to continue long, as it is expected that eastern ports, especially the shoal water harbors, have already received the bulk of their normal tonnage.

Trade is quiet along Long Island sound, as is also the case with New York harbor, where available spot coal has been so plentiful that there have been many forced sales, having a tendency to depress prices to a point from ten to twenty cents below the standard.

The all-rail trade is fairly good, not only for line business but to more distant points. Dispatch of cars from mine to tide water is good, but the car supply is becoming continually worse. While the deficiency in the number of cars available is not working any great hardship at the present time, this is due solely to the lightness of demand. It is clearly evident that the moment business becomes really heavy it will be impossible for the roads to furnish cars with sufficient rapidity to take care of the business which will be offered.

### Business at Pittsburg Still Booming.

Tremendous as has been the tonnage of coal and coke shipped from Pittsburg during each week of the present season, reports for the current week indicate that all records have been eclipsed. The facilities of all the railroads leading from Pittsburg to the north and west have been taxed to their utmost to keep the coal trains moving with sufficient rapidity to avoid blockades, yet with the tonnage actually shipped as great as it is, operators are a unit in declaring that if they could get the cars their shipments would be far greater.

The cry for more cars is especially strong and insistent from the West Virginia fields, which are for this reason greatly handicapped in taking care of their accepted orders, and consequently are being forced to decline much of the new business which is offered them. Prices for most of the eastern bituminous coals have remained firm at former figures, but in some instances have been advanced.

The advance in prices has been especially noticeable in the coke trade, furnace coke having now gone above three dollars per ton with foundry coke proportionately high. In the central west and in the northwest the demand for eastern bituminous coals is undiminished, with a constantly increasing inadequacy of car supply, so that much complaint is heard of difficulty in obtaining supplies sufficient for the most urgent current needs. Orders are far in excess of the shipments going forward from the mines, so that deliveries are very much delayed with almost every description of West Virginia, Western Pennsylvania and Ohio coal.

Western bituminous coal shows only a very moderate strength in Chicago, the demand having shown no appreciable increase of late. Prices for city delivery remain on a comparatively low basis, but are quite steady, showing only slight fluctuations. The mines of Illinois and Indiana are, however, producing as large a tonnage as is permitted by the available car supply and this entire output is finding a ready market in the smaller cities and towns, where the retail trade has become much stronger, with a steady demand for shipments. Here as elsewhere operators are complaining bitterly of trouble in getting enough cars, although at the same time they have to admit that the shortage of cars has been of great assistance in improving market conditions.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, September 20.

Slowness of recovery from the slackness which has long characterized the Chicago market still continues. Very little change in the city market is to be noted as compared with a week ago, the volume of business holding steady at about the same level, in this respect following the lead of the mercury, the weather continuing too warm to be of the least assistance in stimulating trade. At the same time there has been very little fluctuation in prices, there being hardly any demurrage coal or other features which could act as disturbing factors. This steadiness has been greatly helped by the constantly improving state of the general western coal market. Outside of Chicago, business is showing a constant and steady improvement with cutting of prices less of a feature every day. Many of the producing companies which a short time ago were sending a large percentage of their output to Chicago are now sending almost no coal to this market as they find it possible to place it without any difficulty at other points on a higher basis of quotations. The volume of outside business has become so large and constant that the prices prevailing in this outside territory are now coming to be regarded as the standard of quotation, with the lower city prices looked upon as shaded from them.

#### Screenings Abundant and Cheap.

Very few of the mines are operating on a run-of-mine basis and prepared sizes are much more in demand than screenings so that the latter are constantly more or less a drag upon the market. Occasionally for a day or two at a time the selling price for screenings advances slightly, but for the most part it remains at a very low level. Various special and temporary reasons have been assigned by some for the depressed state of the screenings market, but such reasons are not adequate and the real explanation is undoubtedly as just stated.

The one topic uppermost in the minds of all coal men at the present time is the question of car supply. Almost everyone engaged in the business is suffering from this embarrassment, the difference being only one of degree. Some are inclined to accept the situation philosophically, expressing the belief that it is unavoidable at this season of the year, but a large proportion of the trade is strongly of the opinion that such conditions could be avoided if the railway authorities would take the matter up in earnest, provide more adequate equipment and, what is of equal importance, put an end to an enormous waste due to faulty or careless methods of hastening the dispatch of cars.

#### Railways Restricting Use of Cars.

As an attempted remedy a constantly increasing number of railroads are promulgating special orders restricting the use of their own cars to their own lines or at most to a very limited area on immediately connecting lines. This device gives a certain amount of relief as regards the traffic from those mines whose chief market is near at hand and reached without the necessity of shipments going over two or three lines, but in the same proportion that such rules are beneficial in hastening this class of deliveries they work to the disadvantage of those fields which are compelled to ship their product to a more distant market, as for instance in the case of many eastern bituminous coals, when consigned to Chicago.

In addition to such devices as this just described, embargoes are becoming more frequent, sometimes directed against certain mines, some-

times against certain destinations, and sometimes against certain connecting railway lines. The use of the embargo method has been especially frequent as a corrective to prevent congestion at the lower lake ports where the vessel supply is still far too scanty for the heavy needs of the dealers in the northwest, whose demands are increasing in urgency as the season advances and they find themselves only partially stocked for the winter's business.

The western anthracite trade falls entirely into two divisions, namely, the territory supplied all-rail from the east without breaking bulk at Chicago, and the territory supplied wholly or in part from the Chicago or other lake docks. The demand from through-route territory is strong and fairly steady, entirely too heavy when the question of car supply is taken into account. The retail business in this class of trade is greatly increased, thereby rapidly depleting the stocks in the hands of retailers, necessitating a speedy replenishment to avoid a shortage of supply.

On the other hand, dullness continues in the trade which obtains its supplies by way of the docks, this continued apathy being probably due to a belief that purchases can be made and shipments obtained with promptness whenever needed. In this latter class the Chicago city trade is to be included although a large portion of the anthracite burned in the city is obtained from all-rail sources. Western sales agents of the anthracite companies are making every preparation which can possibly be made in advance, in the expectation that when this class of trade does wake up the congestion of business will be unprecedented because of the abnormally small tonnage which has gone into storage with consumers during the summer.

#### Steady Demand for Eastern Bituminous Coal.

With the demand for eastern bituminous coals undiminished on the part of the dock interests and with the supply of cars becoming constantly more inadequate for the business offered, dealers in these products at all-rail points complain of great difficulty in obtaining supplies sufficient to take care of their trade. Chicago wholesalers handling many of these products are unable to keep up with their orders, being constantly from a week to a month behind in meeting their requirements, and this is true in spite of the fact that on the whole the demand for these descriptions is still scarcely heavier than it has been for some time past. When the demand does greatly strengthen, as will undoubtedly be the case within a short time, a state of virtual famine will probably at once prevail.

Just at present the supply of smokeless coal coming to this market is more nearly in accordance with the demand of the trade than is true of some of the other eastern products. Prices are firm and steady for New River and Pocahontas smokeless coals on a basis of \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago for run of mine; \$2.00 f. o. b. the mine, or \$4.05 f. o. b. Chicago for lump and egg, although small premiums above these figures are sometimes necessary to secure quick delivery in cases of urgent need. War Eagle smokeless is quoted at \$2.00 f. o. b. the mine, and \$3.90 f. o. b. Chicago for lump and egg, and \$1.25 f. o. b. the mine or \$3.15 f. o. b. Chicago for run-of-mine.

#### State of the Splint Market.

It is becoming increasingly difficult to obtain more than two or three cars at a time of West Virginia splint coal on the open market, and shipments from many of the mines can not be obtained promptly but must be ordered considerably in advance of actual needs. Some of the mines

are more nearly sold up than others so that the past week has developed a certain amount of diversity in prices. Circular prices have, of course, strictly been maintained by all, but a considerable premium above circular basis has been necessary in many instances giving a somewhat wider range to quotations than is often the case with these descriptions. Standard Kanawha splint has sold as follows for spot coal: Run-of-mine, \$1.10 @1.25 f. o. b. the mine, or \$3.00 @3.15 f. o. b. Chicago; three-quarter-inch lump, \$1.25 @1.45 f. o. b. the mine, or \$3.15 @3.35 f. o. b. Chicago; inch-and-one-half lump, \$1.60 @1.75 f. o. b. Chicago, or \$3.50 @3.65 f. o. b. Chicago. Winifrede two-inch lump has sold at \$1.85 f. o. b. the mine, or \$3.75 f. o. b. Chicago, subject, however, to the prevailing market price at the time of shipment. Shipments of this product have been somewhat delayed by the strike at two of the principal mines, as noticed in another column of THE BLACK DIAMOND. A settlement was, however, reached early this week and operation resumed, so that no further difficulty from this cause is anticipated.

With only a fair demand for Youghiogheny and Fairmont coals in the western market, the supply obtainable from the mines is altogether inadequate so that dealers have difficulty in meeting more than the most pressing requirements of their trade. Prices current are as follows: Youghiogheny run-of-mine, \$1.20 f. o. b. the mine, or \$3.10 f. o. b. Chicago; three-quarter-inch, \$1.30 f. o. b. the mine, or \$3.20 f. o. b. Chicago; inch-and-one-quarter, \$1.40 f. o. b. the mine, or \$3.30 f. o. b. Chicago; Fairmont run-of-mine, \$1.00 f. o. b. the mine, or \$2.90 f. o. b. Chicago; three-quarter-inch, \$1.10 f. o. b. the mine, or \$3.00 f. o. b. Chicago.

Less difficulty is now being experienced than was the case a little earlier in the season in securing Hocking Valley coal in sufficiently large volume to supply the Chicago and general western trade. Prices current are: Run-of-mine, \$1.30 f. o. b. the mine, or \$2.95 f. o. b. Chicago; three-quarter-inch, \$1.55 f. o. b. the mine, or \$3.20 f. o. b. Chicago.

The demand for cannel coal, comparatively dull during the summer, is now active with prices firm at \$2.50 f. o. b. the mine, or \$4.65 f. o. b. Chicago.

#### Western Bituminous Conditions Vary.

Western bituminous coals have shown only a very moderate strength in Chicago so that the shading of prices from circular quotations has continued to about the same extent as has prevailed for the last fortnight. Outside of the city and its immediate environs the maintenance of circular prices is fairly constant. This is due in part to the increased and steady demand but probably in equal measure to the support which the market receives from the scarcity of cars, which is thus shown to be by no means an unmixed evil. Prices for Illinois product are somewhat more fluctuating than for coal from the Indiana field with a stronger downward tendency, forcing a somewhat lower basis for the latter product in Chicago than would otherwise prevail and considerably lower than that obtaining in markets for the most part supplied from Indiana fields alone.

Indiana producers and wholesalers report a gradual but constant increase in the volume of tonnage required to supply the demands of their trade which of late has been especially heavy in the former gas belt of that State where the diminished supply of gas from the wells is forcing many large industrial plants to return to the use of coal. Standard Sullivan and Green County coals are selling outside of the zone of influence of the Chicago market at the following range of prices: Four-inch egg, \$1.40 @1.50 f. o. b. the mine, or \$2.20 @2.30 f. o. b. Chicago; inch-and-one-quarter lump, \$1.10 @1.20



f. o. b. the mine, or \$1.90@2.00 f. o. b. Chicago; run-of-mine, 95c@\$1.05 f. o. b. the mine, or \$1.75 @1.85 f. o. b. Chicago. So far as Indiana coal is coming to Chicago it is selling on the same basis of prices as those quoted below for Springfield coal in this market.

The demand for Clinton coal continues strong for September, prevailing prices being as follows: Six-inch lump, \$1.50 f. o. b. the mine, or \$2.20 f. o. b. Chicago; three-to-six-inch egg, \$1.50 f. o. b. the mine or \$2.20 f. o. b. Chicago; four-inch lump, \$1.45 f. o. b. the mine or \$2.15 f. o. b. Chicago; inch-and-a-half lump, \$1.30@1.35 f. o. b. the mine or \$2.00@2.05 f. o. b. Chicago.

With the demand for Illinois coal constantly strengthening in western territory prices are fairly well maintained outside of Chicago on the follow-

ing basis: Run-of-mine, \$1.00@1.05 f. o. b. the mine or \$1.75 to \$1.80 f. o. b. Chicago; inch-and-a-half lump, \$1.15 f. o. b. the mine or \$1.90@1.95 f. o. b. Chicago; four-inch lump, \$1.40@1.50 f. o. b. the mine or \$2.15@2.25 f. o. b. Chicago; screenings, 60@70c f. o. b. the mine, or \$1.35@1.45 f. o. b. Chicago.

On the local business in Chicago and its suburbs prices are distinctly lower, most sales during the week having been made on a basis of \$1.15 f. o. b. the mine, or \$1.90 f. o. b. Chicago for three-inch lump; 85@90c f. o. b. the mine, or \$1.60@1.65 f. o. b. Chicago for run-of-mine, and 30@35c f. o. b. the mine, or \$1.10@1.15 f. o. b. Chicago for screenings.

Cartersville coal is very little in evidence in the Chicago market, run-of-mine being about the

only description which has been shipped here in any noticeable quantities during the past week. It has of necessity been sold at the same price delivered on track at Chicago as the Springfield product, making the net price to the producer at the mine much less on account of the differential in freight. The bulk of the output from the Cartersville district is being sold to the country trade at prices ranging from \$1.30@1.60 f. o. b. the mine for prepared sizes according to preparation and size.

The market for northern Illinois coals continues on a basis fully satisfactory in comparison with the western bituminous trade in general, most contracts having been closed at satisfactory prices and the surplus output selling readily on the open market at circular prices.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, September 20.

From information received and which is reliable, the record of shipments of both coal and coke over all roads leading out of Pittsburg for the past week exceeds all records of previous weeks. This represents the state of affairs in the coal and coke trade in the Pittsburg district.

Few people have an adequate idea of the amount of coal leaving Pittsburg every day; in fact, coal is constantly "on the move" at the coal city, and what is not moving is being stored awaiting the proper rise in the river to carry it onward to the southern ports.

Your correspondent has desired many times to call the attention of the readers of THE BLACK DIAMOND to an ocular illustration of these facts. From the office of THE BLACK DIAMOND a commanding view is obtained of the three rivers at Pittsburg: the Monongahela, the Allegheny and the Ohio, which latter stream is formed by the conjunction of the two first named streams. An extended view can be obtained also of the two great railroad systems that carry coal to the west and north, viz., the Pennsylvania Lines, both the Pan Handle and Ft. Wayne routes, and the Pittsburg & Lake Erie, known here and elsewhere as the "Little Giant." It is almost impossible to look over these railroads and not see trains of cars loaded with coal and coke; a constant and ever increasing proof of the prosperity of this great coal producing section. A short time back the rivers were so full of empty barges that it was almost impossible for steamers to get through; today the eye fails to see one of them. They have been taken up to the river mines and are now full of coal, awaiting a sufficient water stage to enable their being shipped.

In addition travel where you may out of Pittsburg on any railroad and you meet train load after train load of coal and coke being sent to the four points of the compass. Again, this great stream of the earth's treasures are not carried by day alone; it is at night, when the tracks are more clear, that the heaviest shipments are forwarded and the greatest number of trains are handled.

From the above remarks the inference is that the coal and coke industry is at its zenith in the Pittsburg district today. It certainly is, and from reports to hand from various prominent operators and producers of both products the trade has almost reached "the limit."

There are no new troubles to report in the district among the miners; the men are all at work, and the outlook is that they will keep busy. A few dissatisfied ones are idle, but it is of their own volition, as strong, able-bodied men were never in greater demand in this vicinity than at the present time; and this is particularly the case as regards the coal mining industry.

Not only does labor continue scarce, but cars are still short; this state of affairs has existed for many months and the outlook is for but little if any relief until cold weather sets in.

### Interest in Individual Car Question.

Much interest exists here among the large coal shippers as regards the individual car question. At present the outlook is that the Pennsylvania railway and other roads also will take

over all the existing private cars. The consensus of opinion among the coal shippers is that they don't care who owns the cars, so long as they can get a sufficient supply of them when wanted. As a prominent shipper says: "This thing of owning cars, and when you want them to learn that they are in Maine or California, is getting to be not only monotonous, but an expensive luxury."

Pittsburg was favored with a visit from President Mitchell, of the United Mine Workers, a few days ago. Mr. Mitchell is always given a good welcome by the people and press of our city; at this visit the daily papers honored him with considerable space, one of them running a special portrait that occupied one-half page of space. The gist of Mr. Mitchell's views on the present state of affairs in the coal trade, etc., are given elsewhere in this issue of THE BLACK DIAMOND.

There is "nothing doing" among the river shippers except "getting ready," and this preparation means much. The river mines are all working to their utmost capacity and the upper pools are all full of loaded barges awaiting the long expected rise.

### Current Prices of the Week.

Prices for the week show but little change; the market is strong at the quotations mentioned and the majority of producers are filled up with orders, and are not seeking new ones.

Run-of-mine coal is selling at \$1.20@1.40 f. o. b. the mine; lump is quoted at \$1.40@1.55 f. o. b. the mine; three-quarter-inch is bringing \$1.30@1.45 f. o. b. the mine; and slack remains at 80@90c per ton f. o. b. the mine.

The coke market is stiff and prices are somewhat advanced over our quotations of a week ago. Furnace coke is selling at \$3.00@3.25 per ton f. o. b. the ovens; and foundry grade is bringing an average price of \$3.50 per ton f. o. b. the ovens. On both grades the price seems to be a "top notch" one, yet prominent producers say that they are fully supplied with orders at these figures and are not running around after orders at any price. The record of shipments of coke from the Connellsville region show an increase over the shipments of the previous week.

A word of warning is given by a prominent steel manufacturer in Pittsburg, whose company is a heavy user of both coal and coke, referring to the extensive developments of coal properties and heavy additions to present coking plants. He says: "It is well to have a care; there is danger of overdoing things and it is much more congenial and certainly safer to conduct a small business with a good profit than to overdo and find that the big business pays but little or no profit; there is always danger, especially at such times as the present, of running into overproduction, which means a loss."

### GENERAL PERSONAL NOTES.

Mr. B. H. Hammill, general local agent of the Monongahela River Consolidated Coal & Coke Co., is making a business tour of the west and northwest.

The town of Cokeburg, the first of its name, was incorporated in Washington county yesterday by the decree of court. The new town, which is the thirty-second in the county, is located near the county seat of Washington county

and is the site of two mines of the Ellsworth Coal Co., which was back of the movement for incorporation.

Mr. C. M. Underhill, the genial president of the C. M. Underhill Co., of Buffalo, is spending a few days in Pittsburg. Mr. Underhill was a guest of the Duquesne Club while in the city.

Among all the producers and heavy wholesale dealers in Pittsburg the cry is, "more coal! more cars!" Not for many years have such conditions prevailed in the coal business as exist today.

The Central Coal & Coke Co. has declared a dividend of one and a quarter per cent on the preferred stock and one and a half per cent on the common stock, both payable October fifteenth.

Quite a number of the coal operators are out of the city on their annual vacation. It has been more difficult for the coal man to tear himself away from work this summer than it has been for many seasons previous.

It has long been a by-word among shippers in the Pittsburg district that car service and car movement on the Pittsburg & Lake Erie was the best of all roads in the Pittsburg district. Now, according to these shippers, it is easily the worst.

Mr. Walter A. Lyon, formerly actively engaged with the Pittsburg & Westmoreland Coal Co., is now with F. M. Boynton, Inc. On account of his experience in and familiarity with the coal business he will be a valuable addition to the force in the employ of Mr. Boynton.

F. L. Robbins, chairman of the Pittsburg Coal Co., has been honored in his election to the chairmanship of the advisory committee of the state republican committee. The work of this committee is to give especial attention to contests in close congressional districts.

The upper officials of the New York Central system are still sleeping, according to one large coke producer. They no more have the quick intelligence regarding the situation here and the urgency of the demands for the coke and coal needed to keep 10,000 industries going, than the old managers of the Pennsylvania had.

A bridge is to be erected at Sewickley, the aristocratic suburb of Allegheny City, to span the Ohio river. The coal men are much interested in the project and a number of them visited the location during the week in company with Engineer Siebert, of the United States survey commission.

A summary of the Connellsville region for last week shows a gain of forty-five ovens in the active list. The week's production is estimated at 279,515 tons, an increase of 608 tons over the previous week. The shipments aggregated 12,128 cars, or an increase for the week of 48 cars. Estimated upon reports to hand, the shipments amounted to 278,944 tons, or 1,104 tons greater than the week previous. The lower Connellsville shipments are estimated at 106,867 tons, an increase of 424 tons over the previous week, and with the Connellsville shipments making a total output for the week of 16,103 cars, or 385,811 tons.

Assistant Secretary Murray, of the Department of Commerce and Labor, has decided in favor of the People's Coal Co. of Pittsburg, owners of the towing vessel R. L. Aubrey, in their



appeal for relief from a penalty of \$500 imposed upon them by the Surveyor of Customs at Louisville. The penalty was imposed on account of the sinking of the boat while carrying employes of the vessel, their families and guests on a pleasure trip on the Ohio river near Louisville in July last. According to Mr. Murray's ruling, the "R. L. Aubrey, although being a towing vessel, had a special license, and the persons on board at the time of the accident were being carried solely as an accommodation and without any compensation." It follows, therefore, that the gratuitous carrying of people without the boat having a passenger certificate could not be construed to be a violation of any of the rules governing the carrying of passengers.

Edward Worthington, aged ninety-three, a recognized expert in Europe and America in mining, died at the residence of his son in Pittsburgh yesterday. Mr. Worthington was a native of Wales, but the greater part of his life was spent in this country. He was considered a man of exceptional worth in the management of coal mines; his special work being ventilation and drainage. He was prominently identified with coal mining in the old country, and during the latter years of his life was interested in many of the coal mines of this state, especially in western Pennsylvania. Two sons survive him, both of them being prominently connected with the Standard Oil Co.

A decision was handed down in the United States court at Pittsburgh yesterday by which J. V. Thompson, of Uniontown, secures an option on a valuable tract of coal property in Fayette county. Judge Buffington decides that the bill for the cancellation of the contract should be denied, while the cross bill for specific performance should be sustained. The contention was between Mr. Thompson and Mrs. Grady, the latter claiming that the option was fraudulently altered. Coal lands, especially where the coal can be used for coking, is a scarce article in the Connellsville region today, and the acquisition of such properties is considered a lucky strike.

The twelfth annual convention of the Ohio Valley Improvement Association will be held at Portsmouth, Ohio, October seventeenth and eighteenth. Notices have been sent out by Capt. W. B. Rodgers, of Pittsburgh, chairman of the Rivers and Harbors Committee of the Chamber of Commerce, and the delegates from Pittsburgh will be selected at the first fall meeting of the chamber on October fourth. During December a board of government engineers will make surveys and study the project to report its findings to the war department and also make an estimate on canalizing the river. The river coal men are much interested in this coming meeting and expect to have representatives present.

Severe complaints are being made by the coal and coke shippers on the Pittsburgh & Lake Erie railroad over the results of the change in the plan of distributing cars on that road. The car distribution has been taken out of the hands of the Pittsburgh officials, under the new plan of consolidating all the equipment of the New York Central lines, and officials higher up on the combined system now handle that matter at Chicago and New York, it is said.

The result of this method is compared to the astounding conditions which prevailed on the Pennsylvania railroad at the worst period of its congestion in the Pittsburgh district. At that time the car service and practically everything else was directed from Philadelphia, and the officials of the company there had not awakened to the fact that Pittsburgh was earning their dividends, as well as paying their operating

costs, and the bond interest, with something left over.

Additional interest is given to the strike of the miners at the two mines operated by the Pittsburgh Plate Glass Co. on account of the recent visit of President Mitchell of the miners' organization to Pittsburgh. It is understood that Mr. Mitchell was called into consultation by the officials of district number five in hopes of getting advice that would be of benefit to the local union. The facts of the case are that the district officials are prolonging a losing fight. At present there are nearly a hundred men at work at the Charleroi mine, and it is only a question of a few days until the full complement of men employed, about two hundred and fifty, will be at work. We learn that the miners in the employ of the plate glass company have been willing and anxious to return to work for some time, but the local officials have been keeping them from doing so. It is also reported that the men have not received any aid from the miners' organization, and consequently are sore over the way they have been treated. This case is only one more of the many that have previously occurred where the officials of the miners' organization have blundered and the hardworking miner has had to suffer.

While reports from all over the country show that there is a great shortage in cars, Pittsburgh on account of its vast tonnage is probably suffering more than any other place. Railroaders, whose task it is to keep freight on the move, are complaining of the scarcity of cars and the demand being made on all hands by shippers. Until the boats are stopped by ice on the lakes, the car shortage will doubtless continue, as there will be no relief from any other source from present indications. Freight men are hoping that the lake seasons will be closed early this fall. There is an unprecedented movement of all kinds of merchandise, which, with the demand from the lake trade, cannot be handled. The mills in this section are working overtime and taking up the ore as fast as it arrives, giving the railroads no rest. A winter's stock of ore is also being laid away, and in order to have coal enough at the lake ports to keep the lake boats moving, large quantities of coal are being transported. The record for shipments of Pittsburgh coal to the great lake ports will be broken this season, according to estimates of the larger shippers of this section.

Plans are being worked upon by the engineering department of the Gould lines for a connection between Pittsburgh and the new Gould line between Wheeling and Cumberland. Three surveys have been made. The one that appears to be best favored includes a portion of the west side belt line of the Wabash. This line extends about thirty miles to Clairton, and possibly twenty or twenty-five miles of this road will be used for a portion of the line to connect Pittsburgh with the through east and west line. Work has already started on the Cumberland-Wheeling link, which will be one of the last two portions of the Gould transcontinental system. The other link is the Western Pacific from Denver to San Francisco and is now under construction. It is not now expected that work on the line from Pittsburgh to Uniontown, or some other point on the Cumberland-Wheeling link, will be started before next year. Vice-President Worthington spent yesterday inspecting the west side belt line. This portion of the Wabash is being kept in as good condition as any part of the system, showing that it is destined to become an important part in Wabash traffic.

President John Mitchell, of the United Mine Workers of America, was a visitor in Pittsburgh during the latter part of last week. It is understood that Mr. Mitchell's visit was caused by the trouble between the Pittsburgh Plate Glass Co. and the members of the district. A preliminary injunction has been obtained against the striking men at the mines of the Pittsburgh Plate Glass Co. at Creighton and Charleroi, and a number of them are accused of being implicated in the recent riot near Creighton. In an interview, Mr. Mitchell stated that the United Mine Workers' organization was in excellent condition, and that there was less labor troubles between the miners and the coal operators than has been the case for seven years. Mr. Mitchell also stated that this district, No. 5, had the support of the national organization in its fight with the Pittsburgh Plate Glass Co. When asked concerning the entry of the American Federation of Labor into politics, Mr. Mitchell, in substance, said: "The movement certainly has my hearty endorsement and, as it has been made on a non-partisan basis, it is one that will commend itself to the American voter and should succeed. We aim in this campaign to stand by our friends and to vigorously oppose the men who are allied with the forces that can be honestly classed as enemies of the trade unionists and the trade union movement. I feel confident that the steps taken by the federation are the only correct means of solving the situation."

Following the suit against the Union Trust Co., as trustee a few days ago, it being alleged that the trust company was indebted to the Pittsburgh Coal Co. in the sum of \$1,100,000 over a deal in some bonds, comes another suit between the same company today. The coal company now enters suit against the trust company as trustee asking the court for a decree to prevent the trust company from declaring the coal company in default of a mortgage when it refuses to pay money to the trust company. The bill sets forth that the trust company is trustee for respective owners of the coal company to the amount of \$25,000,000, secured by a mortgage. This mortgage is dated January first, 1904, but it is alleged that it was not delivered until April twenty-sixth, 1904. The mortgage, it is said, covers all the lands, surface, coal, mining rights, water rights, easements, ways, appurtenances and property of every kind owned by the Pittsburgh Coal Co. or the Pennsylvania Mining Co., as the Pittsburgh Coal Co. was known. These properties are all in Allegheny, Fayette, Westmoreland and Washington counties. Before the date of the execution and delivery of the mortgage, the coal company by a lease of January third, 1902, leased the lands of the Shaw Coal Co., all in Allegheny county, later taking in the property of the Midland Coal Co. Since the date of the leases the Pittsburgh Coal Co. says it has mined in these properties 1,542,433 tons of coal, and that the trust company, under the terms of the lease as given by it, has demanded five cents on every ton of coal that has been mined, forcing the coal company to pay \$77,121.65, which has been used in buying bonds of the coal company for the trust company. The coal company says that it believes the exaction of the five cents on every ton of coal mined is not right, as it says the two properties are excluded from the terms of the mortgage. It says that it has been notified that it must keep on paying this amount demanded or that it will be declared in default of the mortgage. On account of the prominence of both parties to these two suits, the outcome is looked forward to with more than ordinary interest by the business community in Pittsburgh.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, September 20.

It seems almost a waste of space and labor to describe at length the Cincinnati coal market this week. There is practically not a change from last week. The critical car situation has not been relieved in the least, and this unprecedented shortage of cars continues to be by far the most important feature of the coal market. The demand for coal is good, and prices are

easily maintained, with a strong tendency toward further advances in certain grades. There is no change in the river situation, the stage of the river being too low to permit of further marketing of coal, and the strong feeling that has existed all the season in the river coal market is now present in even a more marked degree.

### Car Famine Causes Much Loss.

As to the car famine which is now general over the entire field from which Cincinnati draws

its supply, no one who has not undergone the expense and suspense of maintaining full crews of workmen around the mines, and then get only cars enough to keep these hundreds and thousands of high priced day hands employed from one and a half to three days a week while paying them for six days, can in any way appreciate what a car shortage means. Reports from all the mines on the Kanawha river last week are to the effect that the car supply was actually less than thirty-three and a third per cent of the



capacity of the mines. Any business man knows what this means—enormously curtailed production with practically no reduction in the fixed expenses of operating—great increase in the cost of coal. Selling agencies, therefore, are quoting all kinds of prices on coal. They are informed that they must get higher prices, or the companies they represent might as well close up.

#### Some Descriptions Becoming Scarce.

In the meantime the buying public is gradually awakening to the fact that coal is not as plentiful as it was, and it is wondering if it would not be good policy to order a few cars. Not a single company which handles New River or Pocahontas coal has any lump or egg coal to sell for immediate delivery at any price. Two dollars is still the current quotation for smokeless lump and egg at the mines, but nobody will promise delivery for many weeks, and it is likely that \$2.25 could be obtained for this coal for even reasonably prompt delivery. Splint lump is quoted at all prices from \$1.60 a ton at the mines to \$2.25 a ton. Nut-and-slack is a little easier, but there is no sign of a surplus, and no likelihood of any material reduction in price. Sixty cents for the poorest to ninety cents for the best is the range of prices on nut-and-slack.

#### Retail Trade Is Improving.

The local retail trade is picking up again, and a number of the large retailers are reporting fair business. There is some cutting of prices in the family trade, the quotation of \$3.25 for standard splint lump being the maximum price for this grade. It is not likely now that there will be any changes in prices in the retail trade for several weeks. There is plenty of coal afloat in the local harbor to keep the river dealers supplied for at least two months, and by that time they hope to have a rise in the river. River lump coal is worth seven and a half to eight cents a bushel afloat in barges, and nut-and-slack five to six and one-half cents. There is no change in coke.

#### NEWS NOTES AND PERSONALS.

Alexander Cunningham, president of the Luhrig Coal Co., has gone to Cleveland on business.

The strike at the Winifrede Coal Co.'s mines in the Kanawha district has been settled and the miners are again at work.

E. F. Smith, chief engineer of the New River-Kanawha Fuel Co., spent all of last week at his company's mines, but is back in Cincinnati.

W. R. Ballou, president of the Phoenix Jellico Coal-Co., Altamont, Ky., spent several days this week in Cincinnati on business connected with his mine.

C. E. Fultz, manager of the Cincinnati office of the New River-Kanawha Fuel Co., and M. T. Roach, president of the company, returned Monday from a business trip to Chicago.

R. H. Bartlit, secretary of the Darby Coal & Coke Co., was a pleasant visitor in Cincinnati this week. He is pushing "Darby" coal, and getting it in many places where it stays.

W. M. Puckett, of the Kanawha Fuel Co., with headquarters at Charleston, W. Va., was here Wednesday, conferring with Manager Moriarty, of the local office of the company.

Clem Heck, one of the best fellows on the road, made Cincinnati last week for the first time for a good while. Mr. Heck represents the Susquehanna Coal Co., and was here looking after his trade.

T. R. Morgan, general sales agent of the Kentucky Block Cannel Co., and general manager of the Pocahontas Co., went up to Chicago last week to place a round lot of "Pluto" cannell. He returned home Sunday.

Harry P. Jones, president of the Big Hill Coal Co., and connected with other large Kentucky coal interests, spent Wednesday in Louisville and returned to his mines, where he spent almost every day of the past five weeks.

Winifrede Carver, son of Enoch Carver, the well known Kanawha coal operator, is confined to his bed at Christ Hospital, this city, with a dangerous case of typhoid fever. He has the best attention and care that money and skill

can procure for him, however, and his numerous friends are hopeful that he will recover. Mr. Carver recently came here to go on the road as traveling representative of the Kanawha Fuel Co.

J. C. Wheeler, who lately withdrew from the Southern West Virginia Coal Co., has associated himself with the Dixon interests in the New River coal fields. He spent a week or more among the Dixon mines, and returned to Cincinnati Saturday.

Eugene Ambler, of Chicago, rolled into Cincinnati a few days ago in his big automobile. He spent several days here as the guest of William Clauss, president of the Cincinnati Gas Coke, Coal & Mining Co. Mr. Ambler is well known here, and has many friends among the coal men of this city.

R. H. Lyman, manager of the Island Creek Coal Sales Co., was tendered a farewell dinner by a number of his friends at the Business Men's Club Tuesday evening. Mr. Lyman recently resigned his position with the Island Creek Co. to devote his entire time to some interests of his own, and will, for some time, make his headquarters at Huntington, W. Va. Messrs. R. S. McVeigh and J. H. Briscoe were the only coal men present at the dinner, which was a very elaborate affair.

It sounds a little incongruous to say that the river coal men are kicking for cars; yet that is just what the large river elevator operators are doing at present. A meeting of the principal river dealers was held on Tuesday to devise means of getting after the railroads for not giving them more cars for shipping river coal out of Cincinnati. At certain seasons of the year there is a good demand for Pittsburg and certain Kanawha coals throughout the middle west, and the river coal men have always handled this trade from Cincinnati. Coal is elevated from barges, re-screened and loaded on cars at Cincinnati and shipped to its destination by rail. Just now there seems to be a fair demand for this river coal, but the river people can not get enough cars to supply the demand they have for it, and they are bending every effort to induce the railroads to give them more cars.

The election of Guy W. Mallon to the presidency of the Consolidated Anthracite Coal Co., of Spadra, Ark., as noted exclusively a week or two ago in THE BLACK DIAMOND, was followed this week by a special meeting of the directors of the company, most of whom reside

in Cincinnati, and an effort on the part of the company to float an issue of \$750,000 in bonds to more properly and completely equip the company so that its output of coal will enlarge its earning capacity. A committee of the directors has gone over the plant, which is an excellent one, but which under the present adverse conditions has not been able to produce a tonnage sufficient to enable the company to pay dividends. It is the present intention of the directors to go ahead with the development of the mines and largely increase the output of coal, for which there is an apparently good market at good prices. Most of the coal produced goes to St. Louis. The company owns over eight thousand acres of coal properties. It has a stock capital of two and a half million dollars and a bonded indebtedness of one hundred and fifty thousand dollars. W. S. Bogle, of Chicago, was present at the meeting, all the other directors being Cincinnatians.

A new order from the Norfolk & Western railroad is causing many of the shippers of that road a great deal of uneasiness, and a formal protest against it was made at a meeting of a number of the most prominent shippers a few days ago. The order referred to is that coal companies must give re-consigning instructions to the railroad in less than twenty-four hours from the time the coal arrives at Clare, the re-consigning station on the Norfolk & Western railroad. In other words, no coal company can hold coal longer than twenty-four hours at Clare. Heretofore, or at least until quite recently, the railroad company allowed the coal men an indefinite period in which to re-consign their product, and it is said that a number of concerns used the Clare yards for a literal storage yard. The Norfolk & Western cut the time down to four days, and now it has again cut it to one day. The coal men who have never abused the former privileges granted by the railroad, claim that the present rule will work a great hardship upon them, as they can not keep large customers supplied when coal becomes "bunched" on the railroads, as it very frequently does. It is cited that a number of large plants, which use from one to several cars of coal a day, and can not unload more, will often be entirely out of coal because the railroads can not prevent bunching of cars. Fifteen or twenty cars will come in one day, and then none for several days. There is nothing to do except to pay demurrage, and the coal men are strenuously objecting to this phase of the new regulation. It is likely that the new order will be rescinded after the present car shortage is past.

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., September 20.—(*Special Correspondence*.)—With the season of 1906-7 barely opened, the Indiana coal trade is confronted with an alarming prospect of inadequate transportation facilities. If conditions continue to grow worse at the rate they are going at present, the trade and the public will suffer more than ever before by the time winter sets in in earnest.

#### Car Blockades Frequent and Serious.

Blockades and shortage of cars have been frequent in this state and have caused no end of annoyance, but they seldom have been so serious at this time of the year as they are right now. Things have come to such a pass that the Indiana railway commission is compelled to take a hand. Invitations were issued by it a week ago for a meeting at Terre Haute tomorrow at which operators, dealers, agents, railroad men and consumers will be given ample opportunity to explain the situation.

The blockade at Terre Haute is as bad as it has been for a long time. Many complaints have been lodged with the railroad commission by members of the trade and consumers who are unable to get good service. A representative of a well known Pike county company said today that he has several car loads of coal tied up in the Terre Haute yards that have been there since August nineteenth. Other agents here said they have found it impossible to get their coal out of the Terre Haute yards.

The Big Four company is bearing the brunt of

the criticism. It is charged with refusing to move the coal consigned to it. The statement is being made that it has hardly moved a carload of coal in the past month delivered to it by the Evansville & Terre Haute lines or the Southern Indiana. The mines along these roads were being operated heavily, as the companies had plenty of orders as a rule, but they have been greatly handicapped in their business by their almost complete inability to get their coal to the market.

It is not charged that the Big Four has placed an embargo against Evansville & Terre Haute or Southern Indiana coal, but it is said that the Big Four has utterly failed to handle the coal delivered to it at Terre Haute by the lines mentioned. On behalf of the company it is said, however, that it is laying a double track between here and Terre Haute to better handle the coal traffic and that it is nearly swamped with other kinds of freight offered to it.

Practically all of the operators in the Greene and Sullivan county fields rely on the Big Four to get their coal to the Indianapolis market, as it hauls it ten cents cheaper on the ton than the Vandalia. The latter's yards were blockaded for several days but it has done a lot to relieve the situation as far as its own lines are concerned.

#### Consumers Running Short of Coal.

Many large consumers are beginning to run short of coal, as they did not stock up heavily after the strike. They have depended on getting coal just as they need it, but they are up



against it now. One of the aggravating features of the matter to the operators and dealers is that the railroads insist on receiving a demurrage fee if they are a day late in unloading the consignment after it reaches here. Many of the dealers are flatly refusing to pay demurrage under the circumstances.

The commission hopes to find a solution of the problem and the members of the trade will pull for them as strong as possible. It is likely that the commission will have something to say within a few days.

The twenty-seven mines owned and operated by the Vandalia Coal Co. were tied up by a strike for about forty-eight hours this week over a disagreement between it and the union as to its right to discharge three men who fired shots contrary to the law and their contract. The company discharged them, but the officers of the union insisted on their being re-employed and paid in full for loss of time.

This the company refused to do at first so President O'Connor called the men out. About 3,000 were involved. The members of the operators' association held a meeting at Terre Haute to discuss the situation and insisted on the Vandalia fighting

the matter, but the company gave in and reinstated the men.

The men were in the habit of firing the shots before three or three-thirty in the afternoon if no coal was being taken out. The company claimed this was a violation of the law and the contract and made the point that it did not intend to be held for damages arising from injury to anyone who might be in the mines when the shot was fired.

John Hewett, general superintendent of the company, says that it will at once go into court to have the question settled when shots shall be fired according to the law and the contract. The union agreed at the start to submit the matter to the court and to refund the wages of the miners involved if they were not sustained, but it has since backed down on the proposition.

There has been practically no change in the market conditions since last week. It has not been possible to handle much business owing to the shortage of cars and the blockade. Run-of-mine is bringing from \$1.10@1.20 at the mines, while screenings hover around seventy-five cents a ton. There is very little doing in the domestic trade and probably will not be before cold weather.

is understood, will have charge of the mining, has already opened offices in Fairmont.

By an amicable compromise the suit brought by Samuel Dixon to compel the delivery of stock he had purchased in the Hervey and Dun Loop collieries was dropped and he is now in absolute control.

Purchases of Raleigh county coal land continue; R. H. Maxwell, who is the latest buyer, has just had transferred to him a tract of good stuff, which lies near land already valued at one hundred dollars an acre.

A new enterprise is the Central Fairmont Coal Co., of Clarksburg, W. Va., which is now making preparations to open a mine near that city, and the Baltimore & Ohio railroad has already provided a switch. W. C. Stoffer, of Tremont, Pa., is interested, but the rest are local people.

Thomas McGough, who lived at Bridgeport, just opposite Wheeling, has resigned as deputy mine inspector for the adjacent district of Ohio. He was a popular and efficient official. It is understood he will accept a responsible position with one of the large concerns in the eastern Ohio field.

Hearing of the suit of the Collins Colliery Co. against the Smokeless Fuel Co. will begin October first. It relates to a controversy of four years over a settlement of coal sales, and one hundred thousand dollars is involved. The plaintiffs allege that in 1901 they entered into contract with C. J. Milton, of Cincinnati, and J. A. Renahan, of Chicago, for the exclusive sale on the inland and western markets of the output of the Collins mine on a commission basis of fifteen cents a ton for coke and ten cents for coal. By common consent the contract was transferred a year later to the Smokeless Fuel Co. and modified so as to include sales for tidewater coal. Settlements were to have been made monthly up to March, 1906, when the contract was discontinued. The plaintiffs claim seventy-five thousand dollars, while the defendants have filed a petition claiming offsets amounting to one hundred and ten thousand dollars.

## Mining News from West Virginia.

WHEELING, W. Va., September 20.—(Special Correspondence.)—If anything, the railroad situation is getting worse. Not only is there an insufficiency of cars, but the railroads have been woefully slow in moving loaded cars from the mines. Congested traffic elsewhere is ascribed as the cause for the lagging movement. Baltimore & Ohio officials contend that the fixing of a new tariff in accordance with the Hepburn bill is responsible for the tieup of about two thousand cars in West Virginia and in the Connellsville region. Whether there is substantial ground for this theory or not the fact remains that there is almost a demoralizing situation with respect to prompt shipments, and operators are looking askance on the weeks to come.

Representatives of the Norfolk & Western and Chesapeake & Ohio railroads have filed with secretary of state agreements covering the details of recent additions to their equipment. The Norfolk & Western sets forth that the company is to acquire twelve new freight engines and 895 hoppers of fifty-ton capacity each. The Chesapeake & Ohio agreement covers the cost of two thousand composite gondola cars. These records are made in compliance with the statutes.

In the last few years the additional equipment purchased by the railroads has been enormous, but it has not been equal to the demand of old operations, which have improved their facilities so as to increase their output and for the vast number of new mines opened up. As the three trunk lines operate mostly only single tracks they get fairly swamped when the coal business booms, as it is doing just now within transportation limitations, consequently about all the operators can do is to make the best fight possible for cars and delivery after they get the cars.

### Revision of State Mining Laws.

Governor Dawson has appointed a commission to revise the state mining laws, and has named representatives of the operators, miners and the state inspection bureau. The operators named include: John Brooks, Clarksburg; E. L. Judy, Thomas; D. C. Kennedy, Charleston; W. M. Gillie, Boomer; J. S. Cunningham, Berwind. Chief Inspector J. W. Paul and Deputy Earl Henry will be the representatives of the state. The commission is to meet shortly and its report will be transmitted to the legislature. The governor is desirous of enacting regulations that may limit the number of mine accidents, the great fatality list last winter arousing an agitation to that end. It will be interesting to watch the developments, for it appears to be presumed that operators are not equally anxious to prevent these disasters.

Another interesting development is the movement to install a school of mines and mining engineering in the West Virginia University, a state institution. Dr. Purinton, the president, has originated the idea and he hopes to have it accomplished in a year or so. He laments the

fact that the young men of West Virginia, essentially a mining state, are compelled to go elsewhere for technical instruction in the mining profession.

### GENERAL AND PERSONAL NOTES.

L. D. Burns, superintendent of the Gauley Consolidated Co., has just been married and is now on his honeymoon trip in Canada.

By the purchase of a farm near Fairmont it is believed the western Maryland interests have established a center for the opening of the twenty-five thousand-acre tract they own in that vicinity, but which they have not yet begun to mine. The Davis Coal & Coke Co., which, it

## The Missouri River Coal Trade.

KANSAS CITY, Mo., September 13.—(Special Correspondence.)—Coal prices are wavering. It is a toss up between the various retailers and wholesalers whether there is to be a decline or whether prices are to go to where they were last winter. There is no prospect of an advance, according to the managers of four large retail concerns, but all of them counsel early orders, as there is grave fear of a famine. The explanation of the grounds for this fear is patent. John C. Tarsney, who operates coal mines in northern Missouri, on this point said:

"The railroads have bigger crops to move this year than ever before in their history. This means that they will use more coal than ever and have fewer cars available to put coal in, and fewer locomotives at liberty to haul the coal. It is not unusual for thirty days to be consumed bringing a car of coal two hundred miles. It is cut out of trains to give precedence to time and perishable freight. This may mean a dearth of coal in the large cities, with every sidetrack in the territory stocked up with it."

Wholesalers have advanced their prices slightly to the retailers, the raise being, according to the grade, from eight to twenty cents per ton. Still, coal that is selling here today at from \$3.50 to \$4.00 per ton is being offered in large or small lots at the mine at \$1.80, to which is to be added sixty cents for freight and fifty cents for cartage from the retail yards to the coal bins in houses. The government bought its coal for the federal building this year under what it had to pay last year, but the school board's contract shows an advance over last year.

C. C. Clough, of the Kansas City Coal & Fuel Co., said:

"The coal season opened September first with the advent of cool weather and the collapse of the McGowan negotiations. Prices have not advanced and we do not think they will. The cost of mining is up slightly, but there is less coal being used in the river towns. This means more

coal available for Kansas City. It would be folly to postpone buying coal, as deliveries may at any time run from one to twenty days behind. Nobody can afford to be out of coal; there is no argument about that. Still, there is no use alarming the people about the additional cost of mining. Coal prices this year will be no higher than they were last year."

The mine operators are totally at a loss what to do with their slack. As the railroads use more lump coal, that means more slack coal. With the packers and other big institutions using gas or oil for fuel, the market for slack coal has decreased. Some of the retailers think the mines will add enough to the cost of their household to make up for the cost of this unmarketable slack.

### Railroad Men Inclined to Listen.

Railroad men are inclined to listen to the demands of the shippers for a reduction of demurrage on cars filled with coal and held beyond the time limit. They are willing to enter into a full discussion of the subject, but at this time they do not feel like conceding many points.

The position taken by the railroad men is that if a coal dealer receives say, fifty to one hundred cars of coal and the tracks at the yards are so small that they will not hold the cars, there is no reason why the road should donate the use of the cars while they are held to be unloaded. They maintain that it is only fair that a shipper should pay a fair rental for each car held after expiration of the free time given by all roads.

Coal, gas and oil have all been struck by the Kansas City Western railway in its gas well digging near Wolcott, Kas., but the latter two have appeared only in quantities so small as to be unworthy of working. But coal has been abundant and it may be that after all coal will be mined, though it was gas that the company sought.





## Western General and Personal Notes.

F. H. Benedict, general sales agent of the Thacker Co., Cincinnati, was a Chicago visitor this week.

T. J. O'Gara, president of the O'Gara Coal Co., Marquette building, Chicago, is in New York city this week on business.

F. M. Boynton, of Pittsburg, president of the Old Colony Coal Co., was in Chicago this week in the interest of his company.

E. L. Wolford, Linton, Ind., secretary and treasurer of the United Fourth Vein Mining Co., was in Chicago last week Friday on business.

C. R. Shabino, until recently treasurer of the Pittsburg & Indiana Coal Co., has accepted a position in the Chicago office of the Old Colony Coal Co.

Owing to poor health, J. W. Simpson, recently of the MacBride Coal & Coke Co., has gone on an extended hunting trip in the Rocky mountains in Colorado.

C. Reiss, of C. Reiss & Co., one of the largest dock companies of Sheboygan, Wis., was in Chicago this week in the interests of his company which is experiencing difficulty in securing sufficient supplies of coal for the winter in common with all shippers in the northwest.

Eugene Ambler, of Richards, Ambler & Co., Plymouth building, Chicago, returned home this week from an extended automobile tour through Indiana and Ohio, in the course of which he spent several days in Cincinnati as the guest of William Clauss, president of the Cincinnati Gas Coke Coal & Mining Co.

W. S. Bogle, president of the Crescent Coal & Mining Co., Plymouth building, Chicago, went to Cincinnati this week to attend a special meeting of the directors of the Consolidated Authracite Coal Co., whose mines are at Spadra, Ark. The meeting was called for the purpose of perfecting plans for greatly increasing the volume of production at the company's mines.

James A. Ferguson, of Duluth, Minn., has been appointed northern sales agent of the Pittsburgh Coal Co., with Minnesota, northern Wisconsin and western Ontario for his territory. It is understood also that Mr. Ferguson, who is vice-president of the Pioneer Fuel Co., is to be elected president of that company to succeed N. S. Coffin, of Minneapolis, who has resigned to give his entire attention to his extensive lumber interests.

M. T. Roach, Charleston, W. Va., president of the New River-Kanawha Coal Co., and C. E. Fultz, sales manager of the company in Cincinnati, were in Chicago Monday and Tuesday in consultation with G. M. Woodward, western sales manager, for the purpose of devising the best methods available for meeting the heavy demands of their trade in this territory in view of the fact that the mines of the company are already completely sold up to the first of January.

D. I. Willis, a prominent resident of Murphysboro, Ill., died recently in Murphysboro, aged seventy-three years. He was one of the oldest residents of Jackson county, being a resident of Old Brownsville in pioneer days, and afterward came to Murphysboro at its founding. He owned controlling stock in the Gus Blair Big Muddy Coal Co., of Johnson City, was a stockholder in the Southern Illinois Mill & Savings bank at Murphysboro, besides being interested in many other enterprises. He was the founder of Willisville and the mines there now owned by the M. & O. R. R.

Bulletin No. 1 of the Illinois state geological survey has just been issued from the Illinois press. It is a bound volume of octavo size and consists of a geological map of Illinois and a sixteen-

page description by Stuart Weller. The map is twenty-one by thirty-two inches, printed in colors and shows very clearly and completely the geological structure of the state, both as to geographic distribution of the various formations and as to their relative position vertically by means of a series of profiles. The bulletin will be found to be of great value to persons engaged in the development of state resources as well as to students.

The many friends of J. J. C. Simpson, formerly of Mt. Olive, Ill., were shocked to learn of his sudden death last week at his home in Edinburgh, Scotland. Mr. Simpson was vice-president and general manager of the Consolidated Coal Co., St. Louis, Mo., for about twelve years, having held that responsible position from the time of the consolidation. About six years ago his father-in-law, Sir John Watson, of Scotland, died, and shortly after Mr. Simpson resigned his position with the Consolidated Coal Co. and removed with his family to Scotland, where they have since resided. He was in the prime of life, being only fifty-two years of age, and a man who has always enjoyed the most robust health. His death was very sudden and no information has as yet been received by his friends here as to the immediate cause or other details.

The joint committee representing the Illinois coal operators and the United Mine Workers of Illinois, which met on September fifth and again on Thursday, September thirteenth, in St. Louis, was unable to reach any agreement whatever upon the controversy at the mines of the Consolidated Coal Co., and the Donk Brothers Coal Co., of St. Louis, and just before adjourning agreed to refer the matter to a sub-committee to be chosen later, this committee to have full power to settle the matter. The miners contend that the companies named are responsible for the closing of several mines operated by them, and the operators maintain that the objection of the miners to accept the Illinois scale is responsible. If the miners are found guilty each man will be fined ten dollars, while if the operators are declared to be responsible a fine of a hundred dollars will be assessed against each company.

After an illness of only a few days F. C. Goff, one of the widely known coal men of Cleveland, Ohio, died at his home in that city last week. Mr. Goff had been in poor health for the past two years but no alarm was felt until a week ago when he was stricken with pneumonia. Owing to his age, seventy-two years, and his weak condition, he was unable to rally from the attack. He was born in Palmyra, N. Y., but when a young man removed to Illinois and for a number of years made his home in Chicago, where he engaged in mercantile pursuits. In 1863 he went to Cleveland, since which time he had made that city his home. Shortly after taking up his residence in Ohio he became president of the Morgan Run Coal Mining Co., and for more than thirty years was its active head. Owing to his advanced years he retired from business about five years ago. He is survived by Mrs. Goff and two sons, F. H. Goff, of the law firm of Kline, Tolls & Goff, and I. C. Goff, of the Goff-Kirby Coal Co., of Cleveland.

The Chicago Coal Dealers' Association in co-operation with City Sealer Grein is continuing without any abatement its campaign in behalf of honest methods in the retail coal business. The case against the Chicago & Wellston Coal Co., charged with a 520-pound shortage in a delivery to Lyon Brothers, 250 Madison street, reported in THE BLACK DIAMOND of August eighteenth, was continued from time to time, but was finally set for trial on Thursday of this

week in Justice Gibbons' court. When the case was called the defendant did not appear. Judgment was rendered by default and the maximum fine of fifty dollars imposed, making the third conviction of this company. The case against the Alwart Brothers Coal Co., noted in the same issue of THE BLACK DIAMOND, in which they were charged with delivery of a load of coal eight hundred pounds short to the Phoenix Trimming Manufacturing Co., 572 Clybourn avenue, was also continued from time to time, but finally came to a hearing before Justice Gibbons last week Friday, who non-suited the case. The city sealer immediately took the defendant before Justice Hurley on a bench warrant, who tried the case immediately and imposed the maximum fine of fifty dollars. Two cases pending at the present time but set for early trials are as follows: against Alwart Brothers Coal Co., charged with delivering to Mrs. Ludwig, 288 Garfield avenue, a load of coal the ticket for which called for eight thousand pounds but which the official scales showed to contain only 7,700 pounds; and against E. F. Daniels & Co., charged with delivering to R. R. Donnelly Sons & Co. a load the ticket for which called for 12,150 pounds, but which showed only 11,850 pounds when weighed by the city official.

The scale committee of the United Mine Workers of America and the operators of coal mines in Montana, after several days' conference, have agreed upon a scale of wages to be effective for the next year. The scale agreed upon in most essentials is almost identical with that which has obtained for the past year. In only one instance has any change been made in the working conditions of any camp. This exception is in regard to the Lewiston camp, where the miners go from a daily wage to contract, or piece, basis. Even in this change, both miners and operators feel that they have taken the wisest step. The initiation for a change came from the operators of that section. The miners have been working under a day scale of \$3.50, and in arranging the piece scale it is agreed that the men shall continue to make this wage, even though it shall develop that their pay by tonnage method does not equal this amount. The only other changes made in Montana conditions had to do with the wages of common laborers around the mines, principally the teamsters, and in one or two instances in the case of "fan" firemen. In these cases a slight increase in pay is called for in the new scale, which the operators readily agreed to. The scale for Wyoming will not be settled until a further conference in that state.

The Lorain Coal & Dock Co., operating four mines in Belmont county, Ohio, does not intend to be held responsible for carelessness that might cause death to their men and has taken summary action in the case of three colored miners who had failed to obey the commonest law of mining after being told two or three times of their error. The three men were discharged by Manager James Johnson, who gave them his reasons for so acting. It is expressly stated in the State mining laws that men must not be allowed to work under loose stone. In the case of the three men discharged the management found them violating this provision and warned them not to do so again. Repeated warnings of their own danger and the violation of the law seemed to have no effect and the men were told to hunt other places. This same policy adopted in every other mine in the East Ohio field where there is a very treacherous vein of stone will have the effect of materially lessening the number of deaths from accident. It is understood to be the intention of the Lorain Coal & Dock Co. to enforce this law in their mines in the future, to the letter.





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**Getting Ready for Business in 1908.**

Wives and daughters of Ohio miners were advised the other day, in a public address by JOHN MITCHELL, president of the United Mine Workers of America, to practice the utmost economy during the next two years, for the purpose of saving money and building up a reserve fund for use in helping their husbands and fathers in either resisting a reduction in the wages now paid or in lending financial aid toward the winning of a fight for an even higher wage scale. While Mr. MITCHELL did not speak it out in so many words, his remarks are reported to have conveyed the distinct impression that he intends to advise his followers to stand out for a substantial advance upon the expiration of the existing wage agreement at the end of March, 1908.

These remarks of the president of the united mine workers go far toward confirming the belief already held by many, that the settlements whereby the strikes of this summer were ended, although far more favorable to the miners than to the operators, are nevertheless regarded by the miners as merely a truce whereby they may be enabled to gain fresh strength for use in a mightier struggle which they expect to precipitate a year from next spring.

To be sure, an alternative was put in; the struggle at that time, he intimated, might have to be for the prevention of a reduction of wages. But Mr. MITCHELL is a discreet man when it comes to public utterances for widespread quotation. He is not given to burning his bridges behind him; it is one of his strongest cards to make his cause appear to be that of the weak and downtrodden against the mighty. Then too, the present tide of

prosperity may have begun to ebb by that time to which he is looking forward. Hence the struggle may be against a reduction of wages. But coal operators may rest assured that if the least hope of success is apparent, the struggle will be of a far different sort, and that if they are to come out of it successfully they must heal their differences, and present a far more united front than they did during the spring and summer of 1906. They must take a leaf out of the book of the anthracite operators, and stand together as one man, forgetful of past disagreements and rivalries.

**A Contrast and a Lesson.**

It is a pity that a committee of employes from each mine in the United States can not be forced to go to Bohemia and made to work for a while in the coal mines of that country. Possibly they might come back with slightly changed views as to the position occupied by the American miner, and have a better opinion of their American employers and of the treatment accorded their miners by American operators.

Press dispatches from Vienna indicate that the strike of the Bohemian miners is assuming large proportions, so that it is feared that it will extend till it includes the whole of the coal mining region of that country, and cause much rioting and bloodshed before it is settled. The question at issue is one of wages—thus far the story sounds familiar. But the contrast is in the demand made. These Bohemian miners are asking that a minimum wage shall be established; and such a minimum! eighty-four cents per day for miners, and seventy-two cents per day for helpers and laborers. From the point of view given by conditions in this country, this seems such an absurdly modest request as to make the need of a strike to enforce it appear the only wonder in the case.

But we call attention to this strike, by way of emphasizing the contrast which exists between the position of the miners of Europe and of America. For, after making all due allowance for differences in the cost of living, and in the standards of living, the fact remains that the miners of this country are plutocrats compared with their European brethren. The wages that they receive are but a symbol of the difference in the lives which they live and the privileges which they enjoy.

The lurid adjectives and fiery metaphors of desperation and despair which form so large a part of the stock in trade of the professional labor agitator might seem to have a place when used in appealing to skilled workmen who are expected to rear families on eighty cents a day. But such appeals have no justification and should have no place as addressed to men having the income, enjoying the home and social privileges, and occupying the place in the political fabric, possessed by the American miner. His work, to be sure, is hard, but his hours are not long, and his pay is good, very often too good, in comparison with the price which his employer is able to get for the product, or in comparison with the burden of that price upon his fellow-laborers in other trades who have to buy the coal.

There is a great deal of foolish and false sentiment wasted upon the miners by the public in times of strike, due to ignorance or misinformation. The average miner, when he reviews his conditions calmly and uninfluenced by demagogues, is bound to realize that these conditions rank well with those of other trades. The time is coming when the general public will be equally well-informed, and miners' strikes will not receive the sympathy which they have in the past. In fact, the belief that this would be the case last spring was one of the influential factors in preventing a strike in the anthracite region.

Operators, as well as miners, have their rights, and these should be respected. The general public has its rights, which should be maintained. And these uncontrovertible rights often run absolutely counter to the selfish demands and high-handed methods of organized labor. In order that right may prevail, the public should be informed as to the real facts and conditions as they exist in the mining industry.

Such information can not be gathered and disseminated, still less can it be absorbed by the public mind during the excitement, turbulence and passion of a great strike. This discussion then, is not a retrospect of the strikes of this year; it is not in any sense a delayed post-mortem examination, although a good case might be made out in support of a charge of suicide against the operators. It is rather a prospect—a looking forward to the strikes of the future. Its purpose is, to emphasize the need of preparing the public mind in advance so that the whole country will realize that its own personal and vital interests are involved, and refuse to stand in any such attitude as that expressed by one paper which remarked last June, "So far as the public is concerned the controversy from the start has resembled the hippodrome races at the circus." A campaign of education, therefore, should be started at once, and kept up throughout the next year and a half, so that when the present agreements between operators and miners expire on March thirty-first, 1908, the public may understand the questions at issue and conditions as they actually are in the mining regions, in order that it may judge with equity as to where substantial justice lies.



## The New Vice-President of the Sunday Creek Company.

The greatly increased efficiency of the sales department of the Sunday Creek Co., which is now in evidence, brings into prominence H. H. Heiner, vice-president of this mammoth organization, in whose hands is placed the responsibility of marketing the product of some sixty mines located in Ohio and West Virginia, having a maximum output of ten million tons annually. Mr. Heiner came to the general offices of the Sunday Creek Co. on January first, 1906, in the capacity of manager of sales, having held for some time previous to that date a high official position with the company's associated interests at St. Paul, Minn.

is to be worked out. The progress being made is along thoroughly practical lines, which is attested by the fact that the Sunday Creek Co. is enjoying the greatest prosperity in its history.

Mr. Heiner first became connected with the coal business in 1895, when he was appointed sales agent of the Big Mountain Mining Co., with headquarters at Toledo, Ohio. Shortly afterward he was made northern sales agent of the Sunday Creek Co., with Detroit as base of operations, and in 1902 was advanced to the position of vice-president of the St. Paul & Western Coal Co., at St. Paul, and the Boston Coal Dock & Wharf



H. H. Heiner.

His administration of his new duties proved so successful as to win for him the further recognition, on August first, last, of being made vice-president. The efforts of Mr. Heiner have been directed toward a thorough organization of the force of traveling salesmen and resident sales agents under his charge, and in extending the scope of operations. While the results so far have been conspicuously noteworthy, they only mark the beginning of a far-reaching system which

Co., at Duluth. He is a native of Ohio, having been born at Washington, this state, in 1869, and started in active life as a telegraph operator, at the age of eighteen years, on the Kanawha & Michigan, rising to the position of chief train dispatcher, and afterward to that of freight agent. He graduated from the latter into an enviable career as manager of large coal mining interests, and one which promises great achievements for the future.

## Bituminous That Does Not Smoke.

How Pittsburgers may save the sunshine was shown this week by two demonstrations of a new smokeless coal that has recently been discovered near Pittsburg. It is claimed for the new fuel that it will give as good service from the standpoint of heat as the cheapest that is now put on the market; the price at which it is offered is a small fraction above that asked for slack now, and the results as seen from three stacks in the furnaces of which the new fuel was burned bear out the assertion that its use will give a city whose cleanliness, to Pittsburgers at least, that will be astonishing.

### City Officials Watch Test.

The first test, which was under the supervision of Joseph L. Good, of the Pittsburg-Buffalo Co., was made in the Park building at Fifth avenue and Smithfield street. Here the furnaces had been made ready for the new fuel. When Mr. Good, Director of Public Works

Clark and several representatives of the press went to the roof of the building they saw for about a minute a little cloud of dark gray smoke come from the stack. After that, until the fireman got busy again, there was no evidence of any doings below but the heat flame, such as might be seen from the stack of a steam yacht that burns nothing but anthracite.

A similar and better result was obtained at the Arbuckle plant in Liberty avenue. Here the boilers are of the old style and the firing is all by hand. The fire already in was shaken down and as nearly as possible a complete fire from the new coal substituted. For a minute and twenty seconds there puffed from the smokestack a moderately heavy gray cloud, which seemed light by comparison with that of the Oliver power plant near by. After that period of time there was nothing but the heat haze from the stack until the man below got busy again, when a lighter gray cloud that could hardly be distinguished from other smoke, came forth. The

engineer, who, like his confrere at the Park building, was a cynic with regard to the coal when permission to make the test was granted, said ten pounds better steam were shown during the test and the labor was less. The observers on the outside plainly saw the results in cleanly features.

A third view of the effects of the new fuel was seen on the roof of the Antler hotel building, which institution has been using the coal for some weeks and with eminently satisfactory results.

Where the new coal is obtained those who handle it will not say. They vouchsafe the information that they get it "up state" somewhere, but go no further. They insist they have enough to last the city for years, no matter how great the demand. Other people have some of it and New York, it is said, among other cities, has taken kindly to it. It will, it is claimed, give a heat equal to any of the steaming coals now used, and costs almost the same in Pittsburg as the cheapest slack. It looks just like such slack and the few lumps that are in a load can be crumpled in the fingers. No special firing, either manual or mechanical, is required, and the promoters maintain that with the use of the "smokeless coal" the smoke problem that long has troubled the city will be solved.

## Nova Scotia Submarine Mining

Consul General W. R. Hallowa, writing from Halifax, says that there are now in Cape Breton six collieries working under water.

The largest is the Princess or Sydney pit in Cape Breton Island. This colliery was the first in North America to mine coal from beneath the bed of the Atlantic ocean. The seam of coal averages between five and one-half and six feet thick, of best quality. The angle of dip or inclination seaward is five degrees, or about one foot vertical in twelve horizontal. The working of the "whole coal" under the sea by the bore-and-pillar system was commenced in 1877, under an overhead cover at the shore line of 690 feet of solid measures, although part of the workings driven to the rise under Sydney harbor was operated under a cover of five hundred feet or less.

The present workings are distant from the shore line 5,800 feet to the dip. At this point the overhead cover is 1,140 feet in thickness of strata, with thirty-three to forty feet depth of water above it. The undersea workings in the whole coal cover is 1,620 acres. No sea water has yet found its way into the workings as a result of removing the pillars. A feeder of a few gallons of water per minute was encountered in some whole coal workings driven to the rise, as also at the face of the water levels driven in the direction of the outcrop to the south, but this water evidently followed the seam of coal downward from its outcrop under the waters of the harbor. There has been no water known to come from overhead across the measures.

This immunity from overhead leaks from the ocean is probably due to the pressure in the superincumbent strata of twelve beds of fire clay or underclay of a total thickness of thirty-nine feet, as well as to the numerous beds of shale. The subsidence of the overhead strata caused by the removal of a bed of coal six feet in thickness would probably, under these conditions, soon choke itself, so that there would be no further actual motion or settling of the strata for more than, say, one hundred feet upward. Above that point the elasticity of the beds of shale and fire clay mentioned would prevent any rupture. Fire clay when brought into contact with water soon forms a soft clay resembling putty and impervious to water. Out of the submarine area there has already been taken some 5,250,000 tons of coal from the main seam, while the company has also commenced the working of another and thicker seam in the same area, from which in all likelihood they will secure as much coal as has already been taken.

It is difficult to understand why it is necessary to carry five hundred or five hundred and fifty volts into a mine, when not more than two hundred and fifty would answer the purpose in almost all cases. This question is one certainly open to legislative discussion, that is, if the lives of men are to be carefully safeguarded.



# The Interstate Commerce Law as Amended by the Hepburn Rate Law.

Original law in roman; Hepburn law in bold face.

(Sections 1-10 were published last week.)

Section 11. That a commission is hereby created and established to be known as the Interstate Commerce Commission, which shall be composed of five Commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. The Commissioners first appointed under this act shall continue in office for the term of two, three, four, five and six years, respectively, from the first day of January, A. D. 1887, the term of each to be designated by the President; but their successors shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired time of the Commissioner whom he shall succeed. Any Commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. Not more than three of the Commissioners shall be appointed from the same political party. No person in the employ of or holding any official relation to any common carrier subject to the provisions of this act, or owning stock or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office. Said Commissioners shall not engage in any other business, vocation, or employment. No vacancy in the Commission shall impair the right of the remaining Commissioners to exercise all the powers of the Commission.

Section 12. That the Commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete information necessary to enable the Commission to perform the duties and carry out the objects for which it was created; and the Commission is hereby authorized and required to execute and enforce the provisions of this act; and, upon the request of the Commission, it shall be the duty of any district attorney of the United States to whom the Commission may apply to institute in the proper court and to prosecute under the direction of the Attorney-General of the United States all necessary proceedings for the enforcement of the provisions of this act and for the punishment of all violations thereof, and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States; and for the purposes of this act the Commission shall have power to require, by subpoena, the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation.

Such attendance of witnesses, and the production of such documentary evidence, may be required from any place in the United States, at any designated place of hearing. And in case of disobedience to a subpoena the Commission, or any party to a proceeding before the Commission, may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers, and documents under the provisions of this section.

And any of the circuit courts of the United States within the jurisdiction of which such

Refusal to obey subpoena constitutes contempt of court.

Tendency of evidence to incriminate witness shall not excuse from testifying.

Testimony by deposition.

Opposite party must have notice of intention to take depositions.

Manner of taking depositions.

Taking depositions in foreign countries.

Fees of witnesses and magistrates.

Complaints to Commission. How made.

inquiry is carried on may, in case of contumacy or refusal to obey a subpoena issued to any common carrier subject to the provisions of this act, or other person, issue an order requiring such common carrier or other person to appear before said Commission (and produce books and papers if so ordered) and give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

The testimony of any witness may be taken, at the instance of a party in any proceeding or investigation depending before the Commission, by deposition, at any time after a cause or proceeding is at issue on petition and answer. The Commission may also order testimony to be taken by deposition in any proceeding or investigation pending before it, at any stage of such proceeding or investigation. Such depositions may be taken before any judge of any court of the United States, or any commissioner of a circuit, or any clerk of a district or circuit court, or any chancellor, justice, or judge of a supreme or superior court, mayor, or chief magistrate of a city, judge of a county court, or court of common pleas of any of the United States, or any notary public, not being of counsel or attorney to either of the parties, nor interested in the event of the proceeding or investigation. Reasonable notice must first be given in writing by the party or his attorney proposing to take such deposition to the opposite party or his attorney of record, as either may be nearest, which notice shall state the name of the witness and the time and place of the taking of his deposition. Any person may be compelled to appear and depose, and to produce documentary evidence, in the same manner as witnesses may be compelled to appear and testify and produce documentary evidence before the Commission as hereinbefore provided.

Every person deposing as herein provided shall be cautioned and sworn (or affirm, if he so request) to testify the whole truth, and shall be carefully examined. His testimony shall be reduced to writing by the magistrate taking the deposition, or under his direction, and shall, after it has been reduced to writing, be subscribed by the deponent.

If a witness whose testimony may be desired to be taken by deposition be in a foreign country, the deposition may be taken before an officer or person designated by the Commission, or agreed upon by the parties by stipulation in writing to be filed with the Commission. All depositions must be promptly filed with the Commission.

Witnesses whose depositions are taken pursuant to this act, and the magistrate or other officer taking the same, shall severally be entitled to the same fees as are paid for like services in the courts of the United States.

Section 13. That any person, firm, corporation, or association, or any mercantile, agricultural, or manufacturing society or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act in con-

travention of the provisions thereof, may apply to said Commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the Commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the Commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the Commission to investigate the matters complained of in such manner and by such means as it shall deem proper.

Said Commission shall in like manner investigate any complaint forwarded by the railroad commissioner or railroad commission of any state or territory, at the request of such commissioner or commission, and may institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made. No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

Section 14. That whenever an investigation shall be made by said Commission, it shall be its duty to make a report in writing in respect thereto, which shall state the conclusions of the Commission, together with its decision, order, or requirement in the premises; and in case damages are awarded such report shall include the findings of fact on which the award is made.

All reports of investigations made by the Commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained, and to any common carrier that may have been complained of.

The Commission may provide for the publication of its reports and decisions in such form and manner as may be best adapted for public information and use, and such authorized publications shall be competent evidence of the reports and decisions of the Commission therein contained in all courts of the United States and of the several states without any further proof or authentication thereof. The Commission may also cause to be printed for early distribution its annual reports.

Section 15. That the Commission is authorized and empowered, and it shall be its duty whenever, after full hearing upon a complaint made as provided in section thirteen of this Act, or upon complaint of any common carrier, it shall be of the opinion that any of the rates, or charges whatsoever, demanded, charged, or collected by any common carrier or carriers, subject to the provisions of this Act, for the transportation of persons or property as defined in the first section of this Act, or that any regulations or practices whatsoever of such carrier or carriers affecting such rates are unjust or unreasonable, or unjustly discriminatory, or unduly preferential or prejudicial, or otherwise in violation of any of the provisions of this Act, to determine and prescribe what will be the just and reasonable rate or rates, charge or charges, to be thereafter observed in such case as the maximum to be charged; and what

Service on carriers.

Reparation before investigation.

Investigations by Commission.

Complaints by State Railway Commissions.

Inquiries on Commission's own motion.

Reports and decisions by the Commission required.

Publication of reports and decisions.

Commission's power to fix maximum rates.



regulation or practice in respect to such transportation is just, fair, and reasonable to be thereafter followed; and to make an order that the carrier shall cease and desist from such violation, to the extent to which the Commission find the same to exist, and shall not thereafter publish, demand, or collect any rate or charge for such transportation in excess of the maximum rate or charge so prescribed, and shall conform to the regulation or practice so prescribed. All orders of the Commission, except orders for the payment of money, shall take effect within such reasonable time, not less than thirty days, and shall continue in force for such period of time, not exceeding

Order of Commission effective after thirty days for not over two years.

two years, as shall be prescribed in the order of the Commission, unless the same shall be suspended or modified or set aside by the Commission or be suspended or set aside by a court of competent jurisdiction. Whenever the carrier or carriers, in obedience to such order of the Commission or otherwise, in respect to joint rates, fares, or charges, shall fail to agree among themselves upon the apportionment or division thereof, the Commission may after hearing make a supplemental order prescribing the just and reasonable proportion of such joint rate to be received by each carrier party thereto, which order shall take effect as a part of the original order.

The Commission may also, after hearing on a complaint, establish through routes and joint rates as the maximum to be charged and prescribe the division of such rates as hereinbefore provided, and the terms and conditions under which such through routes shall be operated, when that may be necessary to give effect to any provision of this Act, and the carriers complained of have refused or neglected to voluntarily establish such through routes and joint rates, provided no reasonable or satisfactory through route exists, and this provision shall apply when one of the connecting carriers is a water line.

If the owner of property transported under this Act directly or indirectly renders any service connected with such transportation, or furnishes any instrumentality used therein, the charge and allowance therefor shall be no more than is just and reasonable, and the Commission may, after hearing on a complaint, determine what is a reasonable charge as the maximum to be paid by the carrier or carriers for the service so rendered or for the use of the instrumentality so furnished, and fix the same by appropriate order, which order shall have the same force and effect and be in force in like manner as the orders above provided for in this section.

The foregoing enumeration of powers shall not exclude any power which the Commission would otherwise have in the making of an order under the provisions of this Act.

Section 16. That if, after hearing on a complaint made as provided in section thirteen of this Act, the Commission shall determine that any party complainant is entitled to an award of damages under the provisions of this Act for a violation thereof, the Commission shall make an order directing the carrier to pay to the complainant the sum to which he is entitled on or before a day named.

If a carrier does not comply with an order for the payment of money within the time limit in such order, the complainant, or any person for whose benefit such order was made, may file in the circuit court of the United States for the district in which he resides or in which is located the principal operating office of the carrier, or through which the road of the carrier runs, a petition setting forth briefly the causes for which he claims damages, and the order of the Commission in the premises. Such suit shall proceed in all respects like other civil suits for damages, except that on the trial of such suit the findings and order of the Commission

shall be prima facie evidence of the facts therein stated, and except that the petitioner shall not be liable for costs in the circuit court nor for costs at any subsequent stage of the proceedings unless they accrue upon his appeal. If the petitioner shall finally prevail he shall be allowed a reasonable attorney's fee, to be taxed and collected as a part of the costs of the suit. All complaints for the recovery of damages shall be filed with the Commission within two years from the time the cause of action accrues, and not after, and a petition for the enforcement of an order for the payment of money shall be filed in the circuit court within one year from the date of the order, and not after: Provided, That claims accrued prior to the passage of this Act may be presented within one year.

In such suits all parties in whose favor the Commission may have made an award for damages by a single order may be joined as plaintiffs, and all of the carriers parties to such order awarding such damages may be joined as defendants, and such suit may be maintained by such joint plaintiffs and against such joint defendants in any district where any one of such joint plaintiffs could maintain such suit against any one of such joint defendants; and service of process against any one of such defendants as may not be found in the district where the suit is brought may be made in any district where such defendant carrier has its principal operating office. In case of such joint suit the recovery, if any, may be by judgment in favor of any one of such plaintiffs, against the defendant found to be liable to such plaintiff.

Every order of the Commission shall be forthwith served by mailing to any one of the principal officers or agents of the carrier at his usual place of business a copy thereof; and the registry mail receipt shall be prima facie evidence of the receipt of such order by the carrier in due course of mail.

The Commission shall be authorized to suspend or modify its orders upon such notice and in such manner as it shall deem proper.

It shall be the duty of every common carrier, its agents and employees to observe and comply with such orders so long as the same shall remain in effect.

Any carrier, any officer, representative, or agent of a carrier, or any receiver, trustee, lessee, or agent of either of them, who knowingly fails or neglects to obey any order made under the provisions of section fifteen of this Act, shall forfeit to the United States the sum of five thousand dollars for each offense. Every distinct violation shall be a separate offense, and in case of a continuing violation each day shall be deemed a separate offense.

The forfeiture provided for in this Act shall be payable into the treasury of the United States, and shall be recoverable in a civil suit in the name of the United States, brought in the district where the carrier has its principal operating office, or in any district through which the road of the carrier runs.

It shall be the duty of the various district attorneys, under the direction of the Attorney-General of the United States, to prosecute for the recovery of forfeitures. The costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States. The Commission may, with the consent of the Attorney-General, employ special counsel in any proceeding under this Act, paying the expenses of such employment out of its own appropriation.

If any carrier fails or neglects to obey any order of the Commission, other than for the payment of money, while the same is in effect, any party injured thereby, or the Commission in its own name, may apply to the circuit court in the district where such carrier has its principal operating office, or in which the violation or disobedience of such order shall happen, for an enforcement of such order.

Such application shall be by petition, which shall state the substance of the order and the respect in which the carrier has failed of obedience, and shall be served upon the carrier in such manner as the court may direct, and the court shall prosecute such inquiries and make such investigations, through such means as it shall deem needful in the ascertainment of the facts at issue or which may arise upon the hearing of such petition. If, upon such hearing as the court may determine to be necessary, it appears that the order was regularly made and duly served, and that the carrier is in disobedience of the same, the court shall enforce obedience to such order by a writ of injunction, or other proper process, mandatory or otherwise, to restrain such carrier, its officers, agents, or representatives, from further disobedience of such order, or to enjoin upon it, or them, obedience to the same; and in the enforcement of such process the court shall have those powers ordinarily exercised by it in compelling obedience to its writs of injunction and mandamus.

From any action upon such petition an appeal shall lie by either party to the Supreme Court of the United States, and in such court the case shall have priority in hearing and determination over all other causes except criminal causes, but such appeal shall not vacate or suspend the order appealed from.

The venue of suits brought in any of the circuit courts of the United States against the Commission to enjoin, set aside, annul, or suspend any order or requirement of the Commission shall be in the district where the carrier against whom such order or requirement may have been made has its principal operating office, and may be brought at any time after such order is promulgated. And if the order or requirement has been made against two or more carriers then in the district where any one of said carriers has its principal operating office, and if the carrier has its principal operating office in the District of Columbia then the venue shall be in the district where said carrier has its principal office; and jurisdiction to hear and determine such suits is hereby vested in such courts. The provisions of "An Act to expedite the hearing and determination of suits in equity, and so forth," approved February

any eleventh, 1903, shall be, and are hereby, made applicable to all such suits, including the hearing on an application for a preliminary injunction, and are also made applicable to any proceeding in equity to enforce any order or requirement of the Commission, or any of the provisions of the Act to regulate commerce approved February fourth, 1887, and all Acts amendatory thereof or supplemental thereto. It shall be the duty of the Attorney-General in every such case to file the certificate provided for in said expediting act of February eleventh, 1903, as necessary to the application of the provisions thereof, and upon appeal as therein authorized to the Supreme Court of the United States, the case shall have in such court priority in hearing and determination over all other causes except criminal causes: Provided, That no injunction, interlocutory order or decree suspending or restraining the enforcement of an order of the Commission shall be granted except on hearing after not less than five days' notice to the Commission. An appeal may be taken from any interlocutory order or decree granting or continuing an injunction in any suit, but shall lie only to the Supreme Court of the United States: Provided, further, That the appeal must be taken within thirty days from the entry of such order or decree and it shall take precedence in the appellate court over all other causes, except causes of like character and criminal causes.

(To be concluded next week.)

Your notice of my subscription expiring at hand and I herewith enclose Chicago exchange for \$3.00 in renewal of same. I could not fill my position in the community without it as a dealer in fuel.—E. W. Dixon, Davenport, Iowa





## F. H. Benedict, Cincinnati Skout.

F. H. Benedict, general sales agent of the Thacker Co., Cincinnati, has been made skout for southern Ohio in the Order Kokoal.

Mr. Benedict is one of the most widely known coal men in the country, having traveled in all the territory from Massachusetts to Georgia, as far west as Omaha, and north to the Dakotas. He is, therefore, known personally by thousands of coal dealers throughout the country, and his connection with the new Order Kokoal is only an incident in his popularity.

Mr. Benedict began his career in the coal business in 1894, in the office of the Falling Rock Cannel Coal Co., New York. He left this office employment to become superintendent of the company's mines on Elk river, West Virginia, after which he went to Chicago, where he became well known as chief clerk in the office of Castner, Curran & Bullitt. He lived in Chicago six years.

### Goes With the Thacker Company.

He was transferred to the Cincinnati office of Castner, Curran & Bullitt, and resigned his position to become general sales agent of the Thacker Company, in February, 1905, and he still retains this position, which is one of the most responsible, as well as one of the best paying ones in the coal business of Cincinnati. The Thacker Co. is the sales company for the Thacker Coal & Coke Co., Thacker, W. Va., a concern which operates eight mines in the Thacker district, with a yearly capacity of over six hundred thousand tons. Mr. Benedict has done a great deal toward bringing the public to believe that there are few if any fuels like "Genuine Thacker," emphasizing the "genuine" all the time.

It is needless to say that Mr. Benedict has made many friends in Cincinnati, where he is now one of the big guns in the coal business. He is a member of the Business Men's Club, as well as other prominent organizations, and he



F. H. Benedict.

is a wideawake, public spirited citizen as well as a past master in everything that pertains to coal.

## Let's Start the Ball Rolling.

There's a long, cold winter and good times coming, so forget all about the summer prices and car shortage and hie yourself hither to the first Kokoal koruskation of the season to be held Friday evening, September twenty-eighth, 1906, in Room 411, Masonic Temple, Chicago.

The mystic ceremonies will begin as usual at 7:11:44 p. m., and a genuine good time will be had. The Kokoal mine mule is feeling frisky after his long rest and some of the candidates will surely get theirs. In addition to the fun there'll be plenty to eat as well as some enjoyable vaudeville stunts.

Don't miss it, as we are anxious to make it a record breaker.

### Bring a Candidate with You.

There's plenty of eligible timber that ought to have an O. K. pin. Let everybody make a special effort to round up at least one or two candidates.

On November eleventh the initiation fee is to be raised to \$7.11; but in the meantime you can get your friends in at the low price of \$4.11 for the initiation fee and \$1.17 for the yearly dues. This includes the pin and all expenses. It should be a strong argument to get together a large class for September twenty-eighth. Come on and lift.

of the present year was even smaller in quantity than in the same time of last year, which, however, may be explained by the fact that most consumers and speculators laid in large stocks last year against the threatened strike. The supply of Berlin was the least satisfactory of all, as the table below will show, the increase of 1905 over 1904 being far greater than that of the present half year over 1905. The supply to the largest industrial cities in Germany for the first six months of the last three years was:

	1904.	1905.	1906.
Berlin .....	1,955,069	2,414,041	2,541,704
Leipzig .....	686,858	738,159	900,190
Cologne .....	703,890	720,884	770,763
Dresden .....	493,202	494,254	530,668
Frankfort .....	346,451	392,602	424,774
Magdeburg .....	289,687	323,716	345,404
Munich .....	343,162	364,691	340,606
Altona .....	125,164	292,580	276,746
Barren .....	232,219	246,568	266,391
Nuremberg .....	161,752	194,353	202,135
Halle .....	122,297	168,646	177,068

Frankfort and Leipzig show a large increase, the former amounting to forty-five per cent, although last year the supply had decreased. Cologne and Stuttgart also show increases. Munich, however, shows a decrease.

### Fuel Saving by Suction Engines.

The Department of Commerce and Labor issues the following upon gas coal economy, as a great saver of fuel when operated by suction engines: "The power efficiency of certain soft coals when used in the gas producer plant is two and one-half times greater than when used in an ordinary steam boiler plant. This is shown by geological survey tests, which also develops that the softest grades of bituminous coal and lignite are equal in power production with the best grades, even surpassing anthracite for some purposes. The peat of New England may also be utilized in the gas producer plant and save the factories there one-third of the \$50,000,000 annual coal bill for manufacturing purposes. Authorities in the geological survey claim that the use of producer gas would add hundreds of years to the duration of the American coal reserve. Suction gas is a mixture of water gas (H) and carbonmonoxide (CO), the former being produced by decomposition of overheated steam (H<sub>2</sub>O) into hydrogen (H) and oxygen (O), the latter being generated by the combustion of coal (C) under a lack of air. This mixture is sucked through the apparatus by the gas engine during the loading stroke. Mr. Dowson was the first to bring out this mixture of producer gas. Further experiments in Belgium under a brake test with an inferior quality of coke, containing about twenty per cent of moisture and ash, showed a consumption of fuel of only one and one-quarter pounds per boiler horsepower per hour. Now some 300,000 horsepower are worked with suction gas in all parts of the world."

### Analysis of Texas Brown Coals.

Composition of coals dried at 105 degrees C. to a constant weight:

County.	Carbon.	Hydrogen.	Oxygen and Nitrogen.	Sulphur.	Ash.	Water in freshly mined coal.
1. Bowie .....	59.84	3.10	26.97	1.00	9.10	10.67
2. Wood .....	56.33	4.29	24.13	.84	14.39	10.85
3. Gregg .....	60.79	4.96	23.68	.88	9.27	12.00
4. Harrison .....	66.32	3.95	21.56	2.20	8.97	13.35
5. Morris .....	59.87	4.70	24.48	2.42	8.66	8.55
6. Rains .....	57.04	4.01	24.35	1.11	13.35	.....
7. Rains .....	59.32	2.80	20.27	.95	16.63	.....
8. Smith .....	57.40	3.60	23.31	.95	14.74	9.83
9. Anderson .....	53.06	4.06	24.12	1.02	17.74	.....
10. Rusk .....	55.93	4.20	22.14	4.64	10.09	16.63
11. Cherokee .....	66.67	3.81	22.08	1.64	5.83	.....
12. San Augustine .....	61.12	3.32	24.53	3.39	7.75	.....
13. Leon .....	63.60	4.08	24.02	.55	7.79	.....
14. Houston .....	63.09	3.64	22.56	1.03	9.68	.....
15. Lee .....	62.48	3.21	20.80	1.95	11.56	16.50
16. Webb(outcrop) .....	59.28	5.29	16.98	.89	17.56	.....
17. Milam .....	60.93	4.12	22.27	1.32	11.36	.....
18. Milam .....	62.50	5.45	20.84	.97	7.54	17.75
19. Milam .....	64.50	5.37	20.76	.81	8.56	18.25
20. Robertson .....	55.16	4.46	13.11	1.50	12.77	.....
21. Robertson .....	65.14	5.29	19.25	1.15	9.21	16.40
22. Medina .....	60.92	2.57	25.34	1.47	9.70	13.25

In addition to the counties mentioned in the analysis above given, coal is also found in quite a number of other Texas counties.

### German Coal Supply.

A report from William F. Wright, consul-general at Munich, says that the coal supply from German mines for the large industrial cities of Germany in the first half of 1906 showed that it was not equal to the demand.

The supply increased eight per cent from 1905 to 1906 and twelve per cent from 1904 to 1905, although in the last-named year the trade was retarded for two months by a strike. The causes given for the short supply this year are lack of labor and cars to mine and transport the coal. This lessened increase in the supply is certainly not caused by a lesser demand, as all branches of industry have shown great progress in the first half of the current year. The twenty largest industrial cities in Germany used 8,100,827 tons of hard coal in the first half of 1906, 7,429,778 tons in the same period of 1905, and 6,618,984 tons in the first six months of 1904, showing an increase of 671,049 tons, or 8 per cent, in the current year, and of 810,794 tons, or twelve per cent, last year. The supply in the first quarter



## Coal Resources of Tennessee.

The annual report of R. A. Shiflett, state mine inspector, for the year 1905 shows that there has been an increase in the output and value of nearly all of the minerals produced in Tennessee. The report shows that the mineral industries of the state have prospered as never before, and while the average wages paid to the miners is not as high as it is in some states, it is better than it has been in former years. There were few strikes and lockouts, and the amount of product and the value thereof lost during the year on this account is insignificant as compared with the total for the state.

On December thirty-first last year there were 205 coal mines in Tennessee, of which number 118 were in active operation. The total coal production of the state for the year was 5,552,576 short tons, as compared with 4,800,000 short tons for the previous year. The total value of the coal product of the state was \$6,496,865 at the mines. This is a net increase of \$879,770 as compared with 1904. As compared with the report of five years before this is an increase of \$1,300,000. Since 1900 the coal output of the state has increased by over 1,500,000 tons, an average annual increase of 300,000 short tons.

The average value of the coal per ton at the mines last year was \$1.17, as compared with an average value per ton six years ago of \$1.10, an increase of seven cents. The average number of days' work in the coal mines last year was 217. On the inside there were 1,046 draft animals used in the mines and 248 were used on the outside of the mines. The coal production in short tons by districts was as follows: First district, 1,320,694; Second district, 1,400,740; Third district, 2,831,142.

### Average Wages Paid.

During the year 604,879 tons of coal were mined with machines, and there were 103 pick machines in use. Fourteen mining firms used the machines. The total value of improvements in the coal mines for the year was \$306,297. The average number of employees used in and around the mines for the year was 10,517, and the average wages paid the miners was \$1.88 per day. The total wages paid was \$4,293,524. During the year there were twenty-nine fatal accidents as a result of which thirty children were rendered fatherless and thirteen widows were made.

In strikes and suspensions there were 4,470 days' work lost and \$8,310 lost in wages. The loss on this account in coal product was 8,318 short tons at a value of \$8,484. This is considered a remarkably good showing, and tends to show that during the year the relations between the miners and the operators were generally satisfactory.

The total value of the coke production of the state for the year was \$1,184,455, the average value per ton being \$2.52. The total value is less by about two thousand dollars than that of 1900, but the average price was twelve cents per ton greater and the profits to the industry correspondingly larger. There were sixteen coke establishments, with a total of 1,506 ovens in blast during the year, the increase in the number of ovens being one hundred. There were employed in the coke ovens 477 persons, who received in wages \$161,348. The total value of the coke plants is placed at \$674,657, including the machinery.

## Subterranean Lake Caves in.

Drilling machinery being used in prospecting for coal along the right of way of the Chicago, Milwaukee & St. Paul in the vicinity of Clealum, Wash., suddenly disappeared from sight one day last week, when the ground, without any warning, gave way. The drill, boiler and boiler-house entirely disappeared, while the engine, since it was resting on long skids, was prevented from going entirely out of sight. Half an hour before the accident occurred a crew of men was working at the spot, and there would have been a number of lives lost had the ground sunk at that time. The crew was at dinner when the machinery disappeared. A subterranean lake, fed by springs, is believed to have been the cause of the ground giving way.

## George Greenleaf Pope.

Mr. George Greenleaf Pope, senior member of the firm of Geo. G. Pope & Co., died at his late residence, 3336 Calumet avenue, Chicago, on Thursday, September thirteenth. Mr. Pope was one of the oldest coal men in the city, the firm of Geo. G. Pope & Co. having been established in 1878. Mr. Pope was eighty-one years of age, and was born in New Bedford, Mass. He was one of the early pioneers to California, reaching there in 1850. He came to Chicago in 1857 and established himself in the wholesale lamp and oil business under the firm name of Pope & Slocum. He continued in this business for a number of years, afterwards engaging heavily in real estate operations. What is now known as the Atwood block belonged at one time to him under a ninety-nine-year lease, the fire of 1871 destroying the building which he had erected on this corner, together with other property belonging to him.

In 1877 he entered the employ of E. L. Hedstrom & Co., and the firm of Geo. G. Pope & Co.



George Greenleaf Pope.

was established the following year. In 1885 his son, Henry P. Pope became associated with the firm, and he was admitted to partnership in 1889, the firm continuing business under the same name as heretofore. Mr. Pope has been known and respected, and admired especially for his strict integrity and honesty in everything connected with his business affairs and private life. He leaves a daughter and three sons, all residents of Chicago.

The firm will be conducted under the same name as heretofore, Geo. G. Pope & Co., by Mr. Henry P. Pope, who has been associated with the firm since 1885.

## Mine Machinery Not Personal Property.

The Supreme Court of the state of Washington has handed down a decision of the most far-reaching importance, especially if its ruling is adopted by the courts of other states. The court holds that the engines and practically all other machinery and attachments connected with the operation of a coal mine are part of the real estate of such mines, and are not taxable as personal property, and that their sale for delinquent personal taxes by the county treasurer is null and void.

These points were decided in the Thurston county case of Bartlett Doe, respondent, vs. Tenino Coal & Iron Co., appellants, and Isaac Blumauer, defendant, in a suit for damages and for restitution of property taken from the premises after their sale by the county treasurer for personal taxes delinquent. The jury in the lower court gave judgment in favor of respondent for \$4,130, and this is reduced by the supreme court to \$398.50 and, in addition, the appellants are awarded the costs of the action.

From 1886 to 1894 the Northwestern Coal & Transportation Co. owned and operated the Bucoda coal mines, the mines having been closed down since 1894 and a receiver appointed for the property. In 1896 or 1897 the receiver sold the property to the respondent herein for the estate of John S. Doe, deceased. From 1894 to 1903 the mines were assessed as personal property to the Northwestern Coal & Transportation Co., and the taxes were paid by the respondent or his agent for nearly all of that time. The taxes for the years 1902 and 1903, assessed as personal, became delinquent, and the county treasurer took steps to collect them and proceeded to sell the property in accordance therewith. At the sale the property was bought by one Stanford, who subsequently sold it to appellant, the Tenino Coal & Iron Co.

On November twenty-second, 1904, appellant removed some of the property from the premises, and this action was brought to recover said property, and also to recover damages for its wrongful taking and for injury caused the real estate by its removal. On the trial the jury made special findings as to the value of the machinery and other property removed, fixing it at \$4,324.90, and also awarded damages in the sum of \$4,130.

The supreme court holds that the property involved, consisting largely of machinery and other appliances for the operation of the mine, was part of the real estate of the mine, and should have been assessed as such, and that its sale for delinquent personal property taxes was null and void. The supreme court therefore holds that respondent is not entitled to damages, and can only recover interest at six per cent for the detention of the property taken away and which was ordered to be returned. The value of this property was fixed by the jury at \$4,324.90, and the court allows interest on it for the time it was detained at \$148.35. The cost of restoring the engines and other machinery was fixed by the jury at \$250, making a total of \$398.35.

## Plans of Interstate Commerce Commission.

Plans for the investigation of railroads controlling the anthracite traffic situation by the Interstate Commerce Commission were formulated in Washington last week, at a conference between the members of the commission and William A. Glasgow Jr., special counsel. It is the desire of the commission to resume the hearings as soon as possible, as it purposes submitting a detailed report to the next session of Congress. Agents of the commission have been in the anthracite region for the last three months, following every clue which may disclose relations between the railroads and the larger operating coal companies, believed to have been established for the restraint of trade. These agents of the commission are working under the direction of A. B. Storrs and W. H. Hartswick, who were untiring in their efforts to expose the graft in the bituminous region. Because of many other important matters requiring his immediate attention Mr. Glasgow is known to favor a postponement of the hearings until the latter part of next month. Members of the commission oppose such a plan, as they fear it will not give them sufficient time to go deep before Congress gets under way. The commission will be ready to resume the hearings before October fifteenth if Mr. Glasgow and his agents can get ready. The anthracite railroads are not to be caught sleeping, for they have had their agents at work several weeks compiling data which is intended to go a long way toward proving their innocence of any violations of the interstate commerce laws or the Sherman anti-trust laws. It is rumored that President Baer, of the Reading, will personally direct the legal interests of the roads composing the so-called anthracite combination. Mr. Glasgow announced that the greater part of the anthracite hearings would be held in Philadelphia. It is possible that some of them may be called for Scranton and Wilkes-barre, so that a large number of less important witnesses can be examined at small expense to the government. He said that one or two sessions might be called in New York, for the purpose of getting traffic and operating officers of the railroads having offices in New York before the commission at small cost.



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, September 20.

Nothing of interest has developed in the New York anthracite market during the past week. There has been no material change from the conditions that existed a week ago and none is looked for during the next few days unless the weather gets cooler. Taken altogether business has been very dull. The mines shut down during the first part of the month, after filling up the yards and the storage places. Since operations have been resumed the orders have not only been very frequent, but there has been an accumulation. The companies are, however, in good shape to fill the demand for the rest of the winter and it is believed that but little more coal will find its way to the storage yards. From present indications it will be but a short time before there will not only be orders enough to take care of all the coal that can be mined, but there will be so many that it will be necessary to draw on the stocks. The dealers who stocked up full early in the year have allowed their stocks to run down and very soon will begin to refill their bins, preparatory for the middle of winter rush. Pea coal, as can be expected, is going in larger quantities to the stock piles.

### Steam Sizes in Demand.

Outside of the gas companies who still have on hand considerable broken coal, none of the manufacturers or consumers of the smaller steam sizes have hardly any quantity accumulated and some of the larger ones are already making every effort possible to lay in sufficient coal for the winter. The result is that there is a shortage of these grades for furnishing the immediate requirements of the trade. Prices for buckwheat, rice and barley have stiffened up materially as a result and these sizes are bringing on an average twenty-five cents per ton more than they were a month ago, with the chances that if the demand continues they will continue to soar. Inquiry among the trade showed that all receipts are being taken up as rapidly as offered.

Line trade in the west and north continues to be active and all the foreign cars that can be secured are being used to carry the coal from the mines to its destination. In the east the demand along the line has not picked up so rapidly, but a sign of improvement can be noted.

Shipments from the lower ports have not been

quite as heavy as they were earlier in the season, and as a result freights are inclined to be a little easier.

Although most of the retail dealers have returned from their vacations and are ready for the winter's business, the trade continues to move slowly and but few sales are being made. The dealers are being kept fairly busy, however, filling the orders they have had on their books throughout the summer. The consumers who did not place their orders early in the season find themselves with empty bins now, but do not seem anxious to stock up even yet unless long credit is given. From present impressions the dealers do not expect any change in the situation before October first and not much of a change then unless there is a change in weather conditions.

### Seaboard Bituminous Coal Trade.

The Atlantic seaboard bituminous coal trade shows some slightly better demand than last week, though the expectations of an active trade for September have not developed to any extent. There is no doubt of a large consumption of coal throughout the Atlantic seaboard, and this is a fundamental reason that better trade conditions must accrue sooner or later, and with the present conditions of car supply shortage on the comparatively smaller output from mines it would not take very much to bring about a serious shortage, which will probably develop upon an actual increased demand. Conditions have been pretty well recognized all the summer, and there has been very little coal come on to the market unprovided for, taking all things into consideration.

Trade in the far east shows some signs of improvement and is certainly helping many of the mines to increase their proportion of output, although whether this condition can be expected to continue is a question that the trade is not prepared to answer definitely at the present time. There seems to be a desire appearing among eastern consumers to avail themselves of the present low coastwise freights, and this is probably the principal cause of the present improvement. It is believed that a large proportion of the shoal water tonnage has been shipped, and it is only a question of rounding up most of this class of contracts which is remaining in the hands of shippers in the way of shippable orders.

Trade along the sound has not shown the

amount of improvement that the further east has shown, though here and there are orders coming in that have not appeared until this week. Reports, however, from this district are that consumers do not care to take on much coal.

New York harbor trade is quiet. There seems to be very little demand for any coal, and the coal that comes consigned on the market has to take low figures in the way of prices. We understand good grades of steam coal are sold as low as \$2.50 f. o. b. New York harbor shipping ports, while gas coal slack has reached \$2.25@2.30 f. o. b. New York harbor shipping ports. These prices are really forced prices, the real figures being 10@20c above them.

All-rail trade shows some trading being done in this class of business not only at the nearer-by points on the originating main lines, but to points on roads tributary to the main line into New England, etc. Prices vary considerably, 90c to \$1.00 for steam coal is considered about the right figure, with 70@80c for gas coals, though producers are sending more coal west than east of the gas coal product on account of their being able to procure better figures.

Transportation from mines to tide is generally good, indeed in many instances shippers wish the coal would not run through quite so speedily.

The car supply is not as good as it was, though with the present slack demand nobody feels the shortage appreciably. The many restrictions that the B. & O. throw around its shipments on the various sizes and classes of cars is being discussed unfavorably to a considerable extent in the trade.

### The Coastwise Vessel Market.

Coastwise vessel market shows enough vessels available to take care of the shipments, the short demand, however, not calling for a very large quantity of vessels. Rates continue at about what they have been for some little time, with the brokers and owners endeavoring to secure "loading and discharging" lay days. There are, however, many evasions of one character or another of these lay day restrictions.

We quote current rates of freight from Philadelphia as follows: On the larger class of vessels: Boston, Salem and Portland, 65@70c; Lynn, Newburyport, 80@85c; Portsmouth and Bath, 70@75c; Providence, New Bedford and the sound, 55c; Saco, 90c and towages; Gardiner, 85@90c and towages; Bangor 80c and discharge.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, September 20.—(Special Correspondence).—During the week just past there has been a decided falling off in the anthracite trade, both rail orders and lake business having taken a decided slump. It is presumed that the extremely warm weather of the month has been largely responsible for the depreciation of business. The lessening of demand has caused the cutting down of mine activity, and receipts of coal at this point have been much lighter than in August. Nobody is discouraged, however, agents maintaining that the fall trade is sure to be exceptionally heavy.

Lake forwarding for the past seven days amounted only to 42,225 tons, less than half the amount sent by the water route during the previous week. Distribution was as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	22,800	Sault Ste. Marie..	650
Milwaukee .....	5,800	Gladstone .....	500
Superior .....	5,575	Duluth .....	5,000
Green Bay .....	1,600	Toledo .....	950

During the past week a great number of the largest carriers have cleared light, the demand for grain boats being heavy, and the owners not caring to take chances of delay at unloading ports. Shippers are not disturbed by this fact, as the tonnage available is ample to meet the present demand. Should the market open up more energetically, however, there may be some trouble experienced in chartering. Mine operators appear to be watching the situation closely, and the output is being regulated to meet the demands of trade, so there is no probability of any great accumulation of stock.

In the bituminous districts the car shortage question is becoming a most serious problem. Not more than one-half the cars actually needed in both the Pittsburg and Allegheny districts are available. Not a full day's run of the Fairmont mines has been had during the past ten days. There is no improvement in the condition since last week; in fact it is aggravated. It is said

that cars are being used for carrying ore, and there is considerable talk of illegal discrimination. The large quantity of cars held by the large handlers at points outside the old demurrage limits have been brought in quite rapidly since the Hepburn bill became operative, and it is said that there is no great amount of this coal on track at present.

Coke continues strong, prices at the bridge running from \$3.25 to \$5.50. The demand for coke cars is so great that the Pennsylvania is corraling every bit of rolling stock possible, and orders have been issued that no more of this class of cars be diverted for any purpose whatever.

It is understood that the firm of D. J. Stickney & Co., one of the largest retail dealers of anthracite in the city, is to branch out into the bituminous coal trade, becoming jobbers to quite an extent. This is a hustling firm and is bound to make some of the old-timers sit up and take notice.



Attention is being called to the fact that a new route has been established for coal to Canada. This is really only an amplification of a route previously established. The new car ferry which has been put on between Ashtabula and Port Burwell is carrying about forty carloads of coal at a trip, and the distance is so short that shipments are comparatively free. This augments the shipments of coal to Canada. These

have been heavy. Most of the shipments, therefore, have been into the Georgian Bay territory and from there to the northwest. The new route through Ashtabula may possibly send some of the coal heretofore moving to Georgian Bay through that route, but it will have a tendency to cause more coal to be shipped into points contiguous to Port Burwell than heretofore has been possible.

for the city. Many thousand visitors were in Baltimore, and the jobbing business alone increased more than three million for the week. There is talk of making it a permanent annual event. Half a million persons are estimated to have witnessed the parade of the mummers, ten thousand in number, on Friday night last. The United Railways carried more than one million passengers during the day.

## The New England Coal Trade.

BOSTON, September 20.—(*Special Correspondence*).—The retailers are selling a good deal more anthracite than they were a short time ago, and it is reasonable to suppose that they must soon buy more freely. As yet, however, there is no very perceptible change in the demand experienced for wholesale lots. Sales agents who refer to any improvement at all speak of it doubtfully. Of the prospects all continue to take a cheerful view.

The company's actual prices for white ash free burning coal f. o. b. New York are: Grate, \$4.75; egg, stove and chestnut, \$5.00.

There is a seasonable increase in the demand for bituminous coal. Business is not as yet brisk by any means, but people who have contracted for coal are wanting it, and it is rather easier to secure orders from those who buy in a comparatively small way. Whether there have been any concessions during the past few days is a question more easily asked than answered. Some people opine that it may be answered in the affirmative and hint that it is being done by shading the freight rate, but others describe the tone as steady.

We have not certainly been able to trace any transaction in the standard grades this week at less than the regular quotation, and we can affirm that there have been some important sales

at full figures. Genuine Georges Creek is unquestionably firm at \$2.68 f. o. b. Baltimore, and \$2.75 Philadelphia, and it is the present intention to mark up these prices 10c on October first. Pocahontas is quoted at \$2.75 f. o. b. Norfolk, and New River at \$2.75 f. o. b. Newport News, where there is still more or less trouble about loading because of the want of trimmers, but the difficulty is likely to diminish or disappear altogether as soon as the weather becomes cooler. At Norfolk there is some complaint of a lack of cars to transport the coal from the mines to tidewater.

As to freight rates the tone is steady. We quote to Boston from Hampden Roads, 65c; from Baltimore, 75c; and from Philadelphia, 65 @70c.

There is much more stir in the retail market for anthracite coal. Numbers of householders are returning from summer residences and are ordering their winter's supply of fuel, with the result that the tone is much more cheerful. In prices there has been no change. The summer rates still prevail.

Retail anthracite prices current are: Furnace, \$6.25; egg, \$6.50; stove, \$6.75; chestnut, \$6.75; pea, \$5.00; Lehigh furnace, \$6.50; Lehigh egg, \$6.75; Shamokin, \$7.00; Franklin, \$8.00.

## August Anthracite Tonnage.

The shipments of anthracite coal in August amounted to 5,400,511 tons, against 5,041,838 tons in the corresponding month in 1905, an increase of 358,673 tons. For the year to date the shipments aggregate 35,767,760 tons, contrasted with 40,305,578 tons in the same period last year.

The shipments over the various roads for August and since January first compare as follows with the like periods of 1905:

	Aug. 1906.	Aug. 1905.	From Jan. 1—1906.	From Jan. 1—1905.
Reading .....	1,187,971	1,132,298	7,279,392	7,233,808
Lehigh Valley..	934,707	786,226	5,453,119	6,585,352
Jersey Central..	647,769	656,459	4,394,979	5,159,574
D., L. & W....	875,383	741,979	6,013,391	6,166,527
Del. & Hudson..	487,075	414,641	3,547,590	3,830,578
Pennsylvania ..	430,209	412,844	3,031,525	3,272,796
Erie .....	441,559	527,421	3,561,714	4,100,061
N. Y., O. & W..	247,412	228,999	1,560,563	1,891,547
D., S. & L....	148,426	140,968	917,177	1,061,480
Totals .....	5,400,511	5,041,838	35,767,760	40,305,578

## Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending August thirty-first amounted to 194,540 tons, making a total to that date of 3,944,083 tons, as compared with 5,888,661 tons for the corresponding period last year, a decrease of 944,578 tons.

Coke tonnage for the same week amounted to 1,665 tons, making a total this year of 43,321 tons, as compared with 61,246 tons for the same period last year, a decrease for the present year of 17,925 tons.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending September fifteenth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending Sept. 15, 1906..	17,819	21,428	39,247
Corresponding week, 1905....	14,368	25,884	40,252
Total for 1906.....	537,197	779,428	1,316,625
Corresponding period, 1905....	466,277	666,675	1,132,953

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 183,672 tons.

## Welsh Coal Market.

Messrs. Hull, Blyth & Co., of London and Cardiff, under date September fifth, 1906, report as follows: The Welsh coal market remains steady and more inquiry is anticipated in consequence of the stoppages over the non-unionist question in the Rhymney Valley.

Best Welsh steam coal .....	\$3.96	Best Monmouthshire..	3.54
Seconds .....	3.84	Seconds .....	\$3.36
Thirds .....	3.60	Best small steam coal	2.52
Dry coals .....	3.48	Seconds .....	2.10
		Other sorts.....	2.28

The above prices for Cardiff coal are all f. o. b. Cardiff, Penarth or Barry, while those for Monmouthshire descriptions are f. o. b. Newport, both inclusive of wharfage, but inclusive of export duty, and are for cash in thirty days, less two and one-half per cent discount.

Freight market is about unchanged:

Gibraltar .....	\$1.32	Aden .....	\$2.64
Malta .....	.96	Colombo .....	3.12
Algiers .....	1.20	Singapore .....	3.36
Marseilles .....	1.25	Sabang .....	2.52
Genoa .....	1.14	Las Palmas .....	1.56
Naples .....	1.38	St. Vincent .....	1.68
Port Said .....	1.26	Rio .....	3.48
Constantinople .....	1.26	Santos .....	4.08
St. Lucia .....	1.86	Buenos Ayres .....	3.96

## The Baltimore Shipping Trade.

BALTIMORE, MD., September 20.—(*Special Correspondence*).—Announcements of charters during the past few days would seem to indicate that an extremely brisk business is ahead for the shippers here during the next five or six weeks, this applying with equal force to New England and southern shipments as far as Florida and the gulf, and to export trade. An unusual number of charters have been announced for Mexican ports, and this alone will keep the piers pretty busy for the next four or five weeks. Principal shipments will go to Vera Cruz, and as to the rates obtainable for the ten or twelve steamships recently announced as chartered for the purpose, the average rate is around \$1.45. Most of the vessels are ore carriers from Cuban ports to the steel works here, and which use coal as part of the way return cargoes.

Another San Francisco shipment took place during the week. The full rigged ship Aryan sailed with about four thousand tons on consolidation account. The rate was not announced. Boston charters are still being made around seventy-five cents, while the last Jacksonville charter was announced at one dollar. Both New England and southern charters in general are in about the same proportion.

### Situation as to Car Supply.

The car shortage cry is still abroad in the land, and the results seem to have fallen principally upon the line business of the bituminous handler. Anthracite seems to have been able to get through in plenty to supply the local demand that has freshened up considerably of late, but a different story is told of bituminous. This condition has had the effect of stiffening the market somewhat, although it cannot be said that there has been any general advance. High grade bituminous coals that have for some weeks been hovering about the \$1.50 mark are reported on some individual transactions as having brought ten cents better at the mines. The same can be said of the lower grade coals that have sold down to \$1.10 and \$1.20 recently. Some anxious customers have probably paid even a little better

than ten cents over the general market price.

Marine coals seems to be coming through in a more liberal way. At the big bituminous handling piers of the Baltimore & Ohio, the Pennsylvania and the Western Maryland there has been no appreciable restriction because of car shortage. Vessels have been moved with fair expedition, and shipments have been well up to normal. The bunker trade has also been quite brisk, with car deliveries fairly free.

The Baltimore & Ohio railroad is still vigorously opposing the high assessment placed upon its properties in the state of West Virginia. It looks as if the fight will drag for a long time through the courts. The same railroad is busy at present filling up a number of gaps in its line to complete a straight two-track road. In some sections where traffic is heaviest there is a laying of three and four tracks going on. President Murray, presumably free from the Pennsylvania railroad control whip, is said to have big plans for pushing his road forward. This will include the expenditure of several million dollars on increasing yard facilities here.

The political pot is beginning to simmer in Baltimore already. The city council has resumed its sessions. It is presumed that the danger of adverse legislation to coal interests, such as forcing certain kinds of cars on the trade to allow the free passage of street cars, etc., is not immediate. During the last session Mr. Bushrod M. Watts, president of the Baltimore coal exchange, with several other gentlemen who are members of the council and who have coal interests, prevented any unjust legislation. It is thought that their campaign of education on what is due the trade will have its effect over the present gathering, which is really a wind-up of the old body before the election next May.

Speaking of Mr. Watts, it is not out of the way to mention that he took a prominent part in the recent Baltimore jubilee and home-coming celebration. He appeared in the night mummers' parade in a bewitching costume as Prince Regent and chief assistant to the chief marshal, King Carnival, Mr. Edward Hirsch. Incidentally Baltimore's jubilee proved a big advertisement



## Eastern General and Personal Notes.

An officer of the Baltimore & Ohio Railroad Co. is authority for the statement that his company is not selling Reading stock. He said that such a move is not contemplated at this time and is not likely.

Kulm, Loeb & Co. state that the report of the sale of the stock of the Baltimore & Ohio Railroad Co., which they have purchased from the Pennsylvania Railroad Co., to the Union Pacific Railroad Co. is premature. Negotiations to this effect are under way, but have not yet been completed.

Directors of the Tennessee Coal & Iron Co. have declared the regular quarterly dividend of one per cent on the common stock, and two per cent on the preferred stock. The Tennessee Coal & Iron dividends are payable November first. Books close September twenty-fifth and reopen November second.

C. W. Hendley & Co., the well known miners and shippers of coal, whose general offices are in the Continental building, Baltimore, Md., on September first opened a branch office in Philadelphia. Commodious quarters have been secured at 709-710 Stephen Girard building, and Mr. L. M. Humrichouse has been appointed manager.

The summer home just completed at Pride's Crossing, Mass., by Henry C. Frick, of Pittsburg, is attracting much attention. It cost, approximately, \$2,000,000, and to utilize the site a residence worth \$75,000 was demolished. It cost Mr. Frick \$80,000 to fence in his estate of twenty-seven acres, and the stable for the mansion is worth the tidy sum of \$100,000, and is 115 by 48 feet, built of gray sandstone, and its height is the equivalent of the modern four-story house. The mansion itself is 160 by 80 feet on the plan, and is of gray stone and brick. It requires 150 servants and other employees to do the work on the premises.

David C. George, aged seventy years, a member of one of the most prominent and wealthy families of Latrobe, Pa., dropped dead on the morning of the seventeenth inst., at the family home on Jefferson street, from heart failure. Mr. Frick \$80,000 to fence in his estate of twenty-seven acres, and the stable for the mansion is worth the tidy sum of \$100,000, and is 115 by 48 feet, built of gray sandstone, and its height is the equivalent of the modern four-story house. The mansion itself is 160 by 80 feet on the plan, and is of gray stone and brick. It requires 150 servants and other employees to do the work on the premises.

Because President Murray, of the Baltimore & Ohio railroad, has reversed the ancient superstition about the number thirteen, the official opening of the company's new office building in Baltimore was postponed until last Thursday, the thirteenth of the month, although the departments had been in their new quarters for several days. President Murray regards thirteen as unusually lucky. He began his railroad career on January thirteenth, 1872, as a ticket agent in Texas. He is the thirteenth president of the Baltimore & Ohio. The position is the thirteenth he has held since entering the railroad field. His office and telephone numbers in the new building are both thirteen. The new building is thirteen stories high and will house thirteen hundred employees of the company.

A suit of considerable importance in that it involves questions of interest to the trade at large, has been brought in the United States circuit court at Hartford, Conn. The plaintiff is Charles R. Hale, a coal dealer who is for some local reason classed as an "independent," the defendants are ten local coal dealers, and the action is brought under the Sherman anti-trust law, alleging combination and conspiracy in restraint of trade, with a claim for damages of \$36,000. The defendants are the O'Connor Coal Co., Hatch & North, the Robert Price Coal Co., the Tunnel Coal Co., Frayer & Foster, the City Coal Co., the North End Coal Co., and G. W. Newton & Son. The allegations in the complaint set forth that the defendants are engaged in the retail coal business and have wrongfully and unlawfully combined and conspired with the purpose of preventing the plaintiff from purchasing coal mined in other states than Con-

necticut and preventing coal to be brought to this city to be sold by the plaintiff. The wholesale dealers who are said to have refused to sell and deliver coal to the plaintiff are named also in the complaint.

President George F. Baer, of the Jersey Central, states in his annual report to stockholders that during the year \$1,254,433 was charged to income for renewals and improvements. Among the larger items included in this amount are \$486,304 for sidings and other yard improvements, \$132,174 for renewal and improvement of bridges, \$280,739 for repairs and improvements to docks and wharves, and \$150,041 for renewals for station buildings and improvements of station grounds. The funded debt of the company increased to the extent of \$574,000, owing to the issue of equipment bonds to the amount of \$1,500,000, against the retirement of equipment bonds to the amount of \$920,000, and the conversion of \$6,000 of debentures into stock. Work on the new coal shipping pier at Elizabethport is progressing satisfactorily, and approximately \$174,000 has been expended during the season on this work. The in-bound freight house for the city of New York was utterly inadequate to take care of the growing business. To relieve the situation a block of ground adjacent to our property was secured at a cost of \$251,003. The store house being built on the property will accommodate approximately one thousand carloads of freight.

A special meeting of the stockholders of the Tennessee Coal & Iron Co. has been called to meet at Tracy City, Tenn., October sixteenth. At that time they will be asked to vote on a proposition to increase the capital stock from \$30,000,000 to \$50,000,000. While no official statement was given out it is understood that part of the proceeds of the new stock of the Tennessee Coal & Iron Co. is to be used for the purpose of acquiring the common stock of the Republic Iron & Steel Co. The Tennessee Coal & Iron Co. will eventually be the holding company. The common stock of the Tennessee Coal & Iron Co. was increased last spring from \$23,000,000 to \$30,000,000. The proceeds from the new stock are being used for the purpose of modernizing and extending the plants, thereby giving the company a much larger capacity. The annual report as of December thirty-first, 1905, gave the outstanding common stock as \$22,553,060, and the preferred stock as \$248,300. Part of the preferred stock has recently been converted into common stock. The outstanding preferred stock of the Republic Iron & Steel Co. aggregates \$20,416,900, and the common stock \$27,191,000, according to the annual report as of June thirtieth, 1905. About ninety per cent of the securities of the Tennessee company are controlled by a single group of men, including Grant B. Schley, Leonard A. Hanna, O. H. Payne, E. J. Berwind, John W. Gates, J. B. Duke, the Guthrie estate and E. W. Oglebay. The Republic securities are controlled by the same group of interests.

The Pennsylvania Railroad Company is now working on plans to take over all private or individual cars owned by shippers who patronize the Pennsylvania system more than any other railroad. It is understood that these plans are being worked out by J. B. Thayer, fourth vice-president, and that Mr. Thayer's recent trip to Pittsburg had something to do with this matter. Officials of some of the larger coal companies owning individual cars say that while they have not been formally notified of the railroad's plan to take over all private or individual cars, the general understanding among them is that the Pennsylvania will offer a price for all individual rolling stock before the first of next year. Notices to the coal shippers, however, have been sent out to the effect that it is hoped to have all private cars abolished from the Pennsylvania system before April first, 1907. Owners of individual cars in the Pittsburg district hail this probable outcome of the matter with delight, for the purchase and maintenance of these cars is expensive, and according to the rules of the commerce commission there must not be any discrimination in distributing cars by the railroads. It has been charged frequently that railroads have favored certain ship-

pers in the past and for this reason many of the coal companies purchased individual cars. Since the commerce commission has prohibited discrimination in distributing coal cars the coal companies are anxious to dispose of their rolling stock. With the railroad companies owning all cars and all operators being placed on the same basis, the operators say there will be more honest competition, with better results to all concerned.

In compliance with the recent order of the Interstate Commerce Commission, directing the common carriers of the country to report the number of freight cars owned and the number equipped with air brakes, the Pennsylvania railroad has sent in the figures for its system of lines east of Pittsburg and Erie. Though the law requires only seventy-five per cent of the cars in every freight train to be equipped with air brakes, the report now made to the Interstate Commerce Commission discloses the fact that more than ninety-eight per cent of the total freight car equipment of the Pennsylvania lines east of Pittsburg and Erie, or 130,915 cars, are so equipped. When President Cassatt was general manager of the Pennsylvania more than thirty years ago, he was the first prominent railroad official to recommend the general use of air brakes to make the lives of employees safer, as well as to secure the better handling of traffic. Ever since that time it has been the policy of the railroad to increase its number of air-braked cars. Before the Interstate Commerce Commission had a hearing and issued the seventy-five per cent order last fall the Pennsylvania had a far greater number of air-braked cars than the legally required minimum, then fifty per cent in every freight train. Since the order, which did not go into effect until August first, 1906, the installation of air brakes has gone forward with increased rapidity. The Interstate Commerce Commission's order of last month was issued for the purpose of learning what progress has been made in the last year toward complying with the seventy-five per cent requirement. The Pennsylvania's letter to the commission indicates that day is not far off when the company will have all of its cars equipped with air brakes. Last May the Pennsylvania issued an order directing all its agents not to accept, after June twentieth, cars of other lines unless equipped with air brakes. Beginning July first, the railroad ceased to carry over its lines all cars of other lines not equipped with air brakes, and at the same time put into effect the rule not to send over other roads any of its own cars not so equipped.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows: There is very little of interest to report, and although tonnage is scarce, the absence of demand causes the market to remain at its present level. Very few September boats are available for coal, but a few large boats that will make October loading are willing to entertain favorable figures to Cuba or Mexico.

Among the recent fixtures were the following: Steamer "Sverre," 2,326 tons register, Newport News to St. Thomas, at \$1.55; steamer "Phoenix," 1,376 tons register, Newport News to St. Lucia, at or about \$1.90; and steamer "Progreso," 1,015 tons register, Philadelphia to two ports south side of Cuba, at \$1.90.

We would quote freight rates by steamer as follows: \$1.35@1.45 to Havana or Matanzas; \$1.70@1.80 to Cardenas or Sagua; \$1.50@1.60 to Cienfuegos; \$1.55@1.65 to Daiquiri; \$1.65@1.75 to Santiago; \$1.65@1.75 to Colon; \$1.70 to Port of Spain, Trinidad; \$1.80@1.90 to St. Lucia; \$1.55@1.65 to St. Thomas; \$1.75@1.85 to Barbados; \$1.50@1.55 to Kingston; \$1.25@1.35 and port charges to Curacao; \$2.30@2.40 to Demerara; \$1.80@1.90 to Bermuda; \$1.50 to Vera Cruz; \$1.50 to Tampico; 17s to Buenos Ayres; 18s to Rosario; 17@18s to Rio; 18s to Santos; 9s@9s 6d to a direct port in the Mediterranean not east of the west coast of Italy, Spain excluded; \$5.25 and discharged to Manila; \$5.75 to Japanese ports.



### Retail Notes.

The Victor Coal Co., doing business at Pawnee, Mo., has been dissolved.

P. O. Means and Morgan Brothers, of Wausau, Wis., have entered into partnership for the purpose of retailing coal.

The Carbon Coal Co., of Council Bluffs, Iowa, on a bid of \$3.49 per ton for Cherokee screened nut, secured the city library contract against several competitors.

W. A. Smoot Jr., of the firm of W. A. Smoot & Co., coal dealers at Alexandria, Va., has been elected to the presidency of the chamber of commerce of that city.

The West Seneca Coal & Express Co., of which A. O. Stoechel is president and manager, is a new retail coal concern at West Seneca, N. Y., a suburb of Buffalo.

The Saucedo Coal & Coke Co. has been incorporated at San Antonio, Texas, with a capital stock of \$50,000. The incorporators are Otto Wahrmond, Andres Garza Galan and James L. Slayden.

The Dirigo Coal Co. has been organized at Portland, Maine, for the purpose of dealing in coal with \$500,000 capital stock. The officers are: President, Percy M. Andrews, and treasurer, George S. Murphy, of Portland.

The Ferguson Coal & Dock Co. has been organized at Jersey City, N. J., to deal in coal, coke and other fuels, with an authorized capital of \$250,000. The incorporators are H. O. Coughlin, C. L. Totzel and F. Ingold, all of Jersey City.

The Garret Mountain Ice Co. has been incorporated at Passaic, N. J., to carry on an ice and coal business. The officers are Bernard Feeney, president; John Miller, vice-president; J. J. Downey, secretary, and Samuel Thompson, treasurer.

T. B. Grace, of Jamesville, N. Y., as the lowest bidder, has received the contract for furnishing all the bituminous coal used at the big Onondaga county penitentiary. Among his eleven competitors were some of the leading coal dealers of Syracuse.

Edward Harvey, who has conducted a retail coal business at Iron Mountain, Mich., for a long term of years, has sold out to his son, Martin Harvey, who will take possession at once and conduct the business upon a more extensive scale than heretofore.

The two coal sheds and office building of Bacon & Robinson, retail coal dealers of Bangor, Maine, were entirely destroyed by fire a few days ago. The schooner Annie L. Henderson, which was being unloaded at the company's docks, was also destroyed, the total loss being \$30,000, partly covered by insurance.

The Atlas Coal & Coke Co., for dealing in coal and coke, was incorporated September tenth, at Baltimore, Md., by Thomas H. Woolford, Eugene L. Norton and Frederick R. V. Williams, of Baltimore; William J. Norton, of New York, and Jacob France, of Baltimore county. The authorized capital stock is \$50,000, divided into shares of twenty dollars each.

Several of the coal dealers of Binghamton, N. Y., were represented by floats in the parade during the local centennial this week. The most elaborate and expensive was that of the Charles McKinley Coal Co., consisting of a miniature coal breaker in full working order, operated and lighted by electricity, and by actual work demonstrating the entire preparation of anthracite. It is the most complete miniature coal breaker in existence, and represents a cost of several thousand dollars.

Minneapolis, Minn., coal dealers are facing a scarcity of horses and men for delivery of winter coal that threatens a serious tie up in the movement of fall fuel about the city. Half a dozen big firms declare that they can not get men at any price, and that they were from a week to ten days behind on their fall orders. Coal is pouring into the city in large quantities and is being stored and carried on track for want of transportation facilities. Wages for delivery men with teams have jumped from \$4.50 to \$5.50 a day. The immense amount of contract building work going on about the city is responsible for the

scarcity, declare the dealers. Every firm in the city is taking quantities of orders daily. The fall rush for coal is well on and the intermittent cold snaps of the past ten days are booming the market.

Judgment by default has been entered and an execution issued for \$6,671 against the Consolidated Coal Co., of 41 Barclay street, New York City, in favor of William Biendkamp, on an assigned claim of Henry Hein for the return of \$6,500 which he deposited with the company on April fifth, 1906, for the purchase of twenty-six bonds of the company, which it failed to deliver to him. The summons was served on Emanuel Glaeser, secretary of the company. Mr. Hein was formerly treasurer. The company was incorporated under the laws of the state of Washington, with a capital stock of \$5,000,000.

With five hundred and forty tons of coal stored thereon, the dock recently constructed on the waterfront at Jacksonville, Fla., and which is rented by the Standard Fuel & Supply Co., of Savannah, Ga., suddenly gave way and the coal was dumped into the river. The schooner John Paul, had just completed discharging a cargo of coal on the pier when it gave way. The sudden collapse of the pier, which dumped the coal into the river, made a great wave which came near swamping a vessel moored near by, the Dauntless, which was made famous during the Spanish-American war. A dipper dredge is working to recover the coal, which sunk in about twenty feet of water.

Articles of incorporation have been filed whereby the business of Breen & Halladay, fuel dealers on Fifth avenue, Grand Rapids, Mich., was sold to a stock company composed of the following members: W. J. Breen, F. Halladay, Dewey Blocksma and Glenn C. Mason. The new firm name will be Breen & Halladay Fuel Co., and it will do a general fuel business, with offices at the same location as the old firm. The change took place September tenth with the following officers in charge: President, W. J. Breen; vice-president and manager, Dewey Blocksma; secretary and treasurer, Glenn C. Mason. Messrs. Mason and Blocksma are the new members of the firm. Mr. Mason has been head bookkeeper at the Grand Rapids Dry Goods Company for the past eleven years, and Mr. Blocksma was formerly with the Himes Coal Co.

The coal dealers of Boston, Mass., and the coal teamsters' union, after a negotiation continued since the first of last April, have reached an agreement which is to remain in force until April first, 1907. The agreement provides for a ten-hour day with a Saturday half holiday from April first to October first, the wages to be as follows: One-horse teamsters, \$12; two-horse teamsters, \$13; three-horse teamsters, \$14; wharfmen, \$12 per week; that overtime shall be paid at the above rate; that work on Sundays and holidays shall be paid at the rate of time and a half; that Washington's birthday, Lexington day, Memorial day, June seventeenth, July fourth, Labor day, Thanksgiving day and Christmas, shall be recognized as holidays, not to be deducted from the time; that the union agrees that no strike will take place unless a grievance exists between employer and employe, and both parties agree to submit any disagreement to a committee of three, their decision to be accepted as final.

R. J. Saltsman, mayor of Erie, and a prominent coal merchant of that city, died September tenth, at the Hotel Rider, Cambridge Springs, Pennsylvania. He suffered a paralytic stroke a few days before while preparing to go to the dining room of the hotel and had been hovering between life and death since. Mr. Saltsman was born in Erie county, Pa., April twenty-fourth, 1842, son of Jesse Saltsman, who was born in Erie county in 1814. He attended the Erie Academy and Allegheny College at Meadville. In 1865 he embarked in the coal business which he built up until it was an immense wholesale and retail business. He was first elected mayor in 1886 and again in April, 1905. His administration had always been wise and efficient and he was a popular magistrate. On April twenty-fifth, 1865, he married Anna A. Austin, daughter of Thomas M. Austin, a successful Erie merchant, who organized a regiment at the outbreak of the civil war. Mrs. Saltsman was with him at Cambridge Springs at the time of his death.

### Western Coal and Coke Notes.

#### New Western Enterprises.

Articles of incorporation have been issued to I. R. Packard, Edwin Henderson, and A. J. Foster, as incorporators, for the Choctaw Coal & Coke Co., of Bokoshe, I. T., the capital stock being fixed at \$50,000.

The Wellston & Oretan Coal Co. has been incorporated at Wellston, Ohio, with a capital stock of \$10,000. The incorporators are David Trainer, Charles Davis, M. T. Cox, F. D. Ewing and Albert Strauss.

The Crown Coal & Coke Co. has filed articles of incorporation in the office of the county auditor at Spokane, Wash. The company is capitalized at \$2,000,000. The trustees are F. L. Farrel, Hiram A. Smith, A. Ballantine, F. W. Tolles, all of Milwaukee, Wis.; C. L. Butterfield, Moscow, Idaho; J. T. Nevins and C. M. Gerwig, Pittsburg, Pa.; and H. L. McKerr-Kastan and R. G. Belden, Spokane.

The secretary of state of Illinois has issued a license to incorporate to the Rock River Mining Co., of Moline, Ill. The capital stock is placed at \$2,500, and the object is the mining and selling of coal. The incorporators are Ben Butterworth, Jack McCaffery and Burton F. Peek. Mr. McCaffery, who is of Davenport, Iowa, will have charge of the business of the company, which at present will be to open one of the mines near Blossomburg, Ill., formerly operated by him.

#### General Western Coal and Coke Notes.

Judge Colliver of Brazil, Ind., has named the Brazil Trust Co. as receiver for the Continental Clay & Coal Co., of that city. The plant is said to be worth \$50,000. The liabilities are not announced, but the assets are thought to be sufficient to cover them.

Charles Evans died at his home in Higbee, Mo., on Friday, September eighth, at the age of seventy-two years. Mr. Evans was state inspector of coal mines for twelve years, serving during the administrations of Governors Stone, Stevens and Dockery. At the time of his death he was president of the Citizens' bank and of the Higbee Electric Light Co.

Joseph York, a prominent Iowa coal operator, passed away at his home in Zenorville, Iowa, last week, at the age of nearly four score years. The cause of death could not be determined. Mr. York was of English birth and came to this country many years ago, settling in Story county, Iowa. He was one of the first men to develop coal in that part of the state and had been in this business for a quarter of a century before passing away.

The Colorado Fuel & Iron Co. is completing a number of improvements at its Nonas mine, south of the town limits of South Canon, Colo. A new automatic tippie and screens have been installed, the ventilation improved and numerous additions made to the pumping and hoisting plant. This is one of the properties acquired from the Atchison, Topeka & Santa Fe railroad and has been idle for many years. The mine has been retimbered throughout and extensive coal beds discovered. A force of two hundred men will soon be put to work.

During a severe windstorm last week, two giant coal-hoisting towers, each weighing 400 tons, on the docks of the Reiss Coal Co., at Escanaba, Mich., broke from their fastenings and were forced down the track for three hundred feet, where they crashed into two stationary towers, badly damaging both runway hoists. A crew of twenty were at work on the hoisting towers at the Reiss Coal Co.'s dock when the giant framework of steel began to move. The crew rushed out over the bridges extending over the docks and dropped to coal piles twenty feet below.

Wives and daughters of Ohio miners were advised in a public address by John Mitchell, president of the United Mineworkers of America, to practice economy during the ensuing two years and build up a reserve fund that might be used in assisting their husbands and fathers in either resisting a reduction in the wages now paid or lend their financial aid in winning a fight for even a higher wage rate. While Mr. Mitchell did not say so, his remarks conveyed the impression that he intends to advise the members of his organization to stand for an advance two years hence.



## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

A new corporation at Philadelphia is Frederick C. Scheu, Inc., with a capital stock of \$60,000.

The Girard Mammoth Coal Co. has been incorporated at Philadelphia, its capitalization being \$60,000.

### General Eastern Coal and Coke Notes.

A contract has been let for fifty new ovens at the Shamrock coke plant at Uniontown, Pa., owned by Gerald P. Fitzgerald, of London.

C. J. Warnock, for several years general superintendent of the Chieftain Coal Co., Clarksburg, W. Va., recently acquired large interests in the Wallsend Coal & Coke Co., at Pineville, Ky., and has been elected president of that company. Mr. Warnock will divide his time between Kentucky and Clarksburg.

The machine and blacksmith shops of the Penn Gas Coal Co. at the Penn Station mine near Irwin, Pa., were destroyed by fire. The buildings were about 225 feet long. Incendiaries, it is believed, started the blaze. A few weeks ago the fan house was burned. The Penn Gas Coal Co.'s mine at Penn was the center of the strike trouble in that region last spring.

The Filer Coal Co., which has its main offices at Sharon, Pa., and of which Harry Filer is the general manager, is at present engaged in sinking a new shaft on the Shaw farm near Grove City, where it has six hundred acres under lease. It will require a year's time and an expenditure of about fifty thousand dollars to put the mine in operation, but it is said to be a very fine vein.

The first consignment from the mines of the new Penn-Garret Coal Co., which has begun operations at Friendsville, Garrett county, Pa., has just been shipped. This is the first Yough Valley coal ever mined in Garrett county. The car was decorated with the stars and stripes in honor of the initial shipment—80,000 pounds—in Baltimore & Ohio car No. 43,892, which went to Connellsville, Pa.

Under the award of the anthracite commission, United States Commissioner of Labor Neill has notified the mine operators and officials of the United Mine Workers that the wages of the men in the anthracite coal field for September, computed on the average selling price of \$4.68 per ton at tidewater during August, will be three per cent above the basis. This is an increase of one per cent over last month.

The estimated production of coke at Connellsville, Pa., during the first thirty weeks of 1906 totaled 8,275,577 tons, an amount never before equaled for a like period in the history of the industry. Corresponding production in 1905 amounted to 7,426,400 tons and in 1904 to 5,525,866 tons. Shipments of coke from this locality during the present season to July thirty-first required the use of 432,176 cars, 137,757 of which were

destined to Pittsburg and the river, 239,053 to points west of Pittsburg, and 55,366 to points east of Connellsville.

The fire in Anchor Colliery of the Philadelphia & Reading Coal & Iron Co., near Pottsville, Pa., which started thirty-seven years ago, still is burning as fiercely as ever. When the blaze got beyond control of the fire fighters the mine was closed and filled with water. It recently was decided to pump the water in the hope that the fire had been extinguished, but yesterday when much of the water had been taken out it was found that it was still burning.

At a recent meeting of the conciliation board in Wilkesbarre, Pa., the grievance of the employees of the Cranberry colliery of the Pardee Coal Co. to the effect that their wages had been unfairly reduced three cents a day, was decided in their favor. Two hundred men are affected by this decision, according to which they each will receive back pay averaging three cents a day from April first, 1903, to the present time. This grievance was one of the oldest before the conciliators. It was presented to the board in July, 1903, and the members were unable to come to a decision in the matter until yesterday. While admitting the reduction in wages, the company claimed that it was more than offset by its granting free oil and waste to the drivers.

The hearing before the United States Supreme Court in the matter of the appeal taken by the defense in the John Shaleen miners' certificate case, will not be heard until a year from next month. The lawyers in the case have been so informed. They expected to have a hearing at an earlier date, but there are so many private cases on the list that it will be impossible to have a hearing until another year has elapsed. The coming hearing will decide the case once and for all. The highest court in the land will pass upon the judgment of the Supreme court of Pennsylvania, which sustained Judge Kelly of the Common Pleas Court of this county. The latter sustained the provision requiring a two years' apprenticeship and examination for a certificate of competency before a man may work, as a miner, in the anthracite mines.

The absence of a large increase in the number of coke plants in the Pittsburg district, as a result of the present prosperity of the iron and steel trade, with the resulting excellent prices for coke, has been remarked recently by those familiar with the trade. In practically every preceding period of expansion in prosperous times in the steel business there have been important additions to the coke trade in the way of new concerns entering the business. Some of these companies were well located until they became permanent factors in the production. Many others, poorly located or producing coke that could sell only when the demand was at its height and even poor coke was better than none, have either failed or become inconsiderable. The explanation given by one of the larger coke pro-

ducers is that the cost of coking coal lands has risen to a figure that staggers a set of men who start to develop the coal and build a plant. He said: "Five years ago fourth pool coking coal sold for one hundred dollars an acre. Now it is held at \$1,200. Thick vein coal that was not considered good coking coal then, and was worth fifty dollars an acre, is now worth six hundred dollars. The cost of development has increased remarkably. One concern here, already in the business, laid aside \$300,000 to meet the cost of adding three hundred ovens to its plant. The actual cost when the work was completed was \$800,000. This shows how expensive the development work has become, even after the coal is secured. Such costs as these make many men who could enter the business hesitate before they tie up so much capital in a single venture. Others can not command such large sums."

Two of the four mines of the Winifrede Coal Co., on Fields creek in this county were forced to shut down last week after several days' struggle be-

cause of what the manager states was a willful violation of the agreements signed last spring. Wednesday of the preceding week the union miners refused to load coal to be hauled from the mines by non-union drivers. Union drivers were substituted and they, in turn, refused to haul coal loaded by non-union miners. The trouble threatened several days and then the union men in one mine came out and the mine had to close down, and those in the other mine refused to work and it was closed also. These are the largest mines of the Winifrede company, and their closing badly cripples the company. R. B. Cassidy, manager for the company, said this evening that the agreement signed by the miners and operators last April expressly says that there shall be no check-off for union dues and no discrimination as to union or non-union men employed. He says the refusal of the union men to work with the non-union men is a direct violation of the agreement, and that he can not understand why it was done.

### OFFICIAL PUBLICATION

## REPORT OF THE CONDITION —OF—

# The Railway Exchange Bank

at Chicago, State of Illinois, before the commencement of business on the fifth day of September, 1906, as made to the Auditor of Public Accounts, for the State of Illinois, pursuant to law.

RESOURCES			LIABILITIES		
Loans and Discounts	\$599,897 30	\$	Capital Stock paid in..	\$250,000 00	\$
Overdrafts	88 93	599,786 23	Surplus Fund	None	
United States Bonds, including Premiums.	None		Undivided profits, less expenses and taxes paid	5,012 89	255 012 89
Other Bonds and Securities, including Premiums	100,750 00	100,750 00	Dividends unpaid	None	
Banking House	None		Time Deposits:		
Other Real Estate owned by the bank	None		Savings	78,995 60	
Furniture and Fixtures	18 000 00	18,000 00	Certificates	500 00	79,495 60
Due from National Banks	70,751 53		Demand Deposits:		
Due from State Banks and Bankers	51,771 64	122,523 17	Individual	567,143 51	
Exchanges for Clearing House	None		Certificates	10,785 00	
Checks and other cash items	53,515 85		Certified Checks	5,907 20	
Collections in transit	30 44	53,546 29	Cashier's Check	1,629 44	585,465 15
Cash on hand:			Due to other banks:		
a. Gold Coin	1,297 50		National	None	
" Treasury Certificates	5,000 00		State Banks and Bankers	None	
b. Silver Coin	2,000 00		Notes and Bills rediscounted	None	
" Treasury Certificates	6,000 00		Bills payable	None	
c. National Bank Currency	2 500 00				
d. Legal Tender Notes	3,000 00				
e. Fractional Currency, Nickels and Cents	5,570 45	25,867 95			
TOTAL		\$919,973 64	TOTAL		\$919,973 64

### STATE OF ILLINOIS.

#### County of Cook.

ss. I, George Merryweather, President of Railway Exchange Bank, Chicago, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

George Merryweather, President.

Subscribed and sworn to before me this twelfth day of September, 1906,

[SEAL]

Thomas J. Gregory, Notary Public.

*Delaware Lackawanna & Western R. R. Co.*

*mines and carries to market*

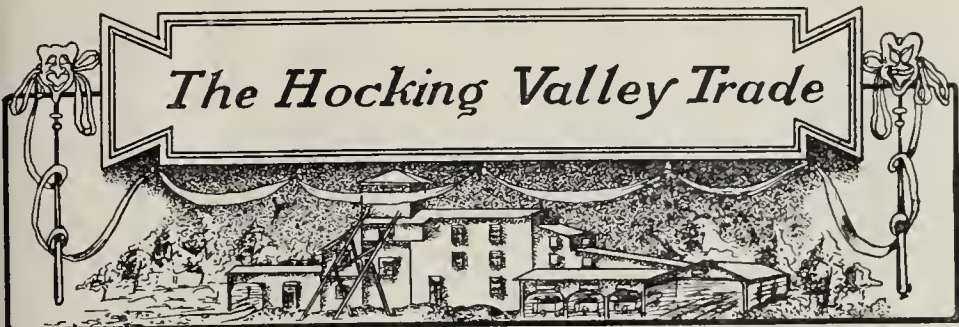
*Scranton Coal*

*D. C. Schuman Agent*

*Shipments "all rail" and from yards and docks at Chicago and Toledo.*

*Chicago Office 1005 Old Colony*





COLUMBUS, OHIO, September 20.—*(Special Correspondence.)*—With the market strong at \$1.65 for domestic lump compared with \$1.35 at the same period last year, and with all the business that can be properly cared for, Hocking Valley operators have little complaint to make on the state of trade. Team coals are also commanding a better price than in September of 1905. There appears to be a feeling in the market that this fall will witness an unprecedented rush of orders in the domestic business and the market is in a state of expectancy. Conditions may be said to be a little peculiar. Such dealers as have laid in their first stocks, report that the latter are still in their hands. With books full of orders they cannot induce customers to accept deliveries. Farmers are unusually busy taking care of a bumper corn crop, and urban consumers appear to be more dilatory each season in laying in winter supplies. One operator offers the unique theory that the public spends more money every year on vacations and are not so forewarned as formerly in providing themselves with such a necessity as coal, but are inclined to await the actual arrival of cool weather. In spite of this fact, if true, the demand from various sources, while not yet overwhelming, has kept up at a steady pace, and it is only an occasional instance in which one hears any dissatisfaction. Wholesalers and small concerns which depend upon a strictly current trade are being affected slightly by the warm weather, a greater percentage of their orders being for future rather than present delivery. Domestic coals are apparently commanding the circular prices all along the line, and no orders are being taken at these figures for later than September thirtieth. It is a foregone conclusion that prices will advance to at least \$1.75 on the first of the month. There is an agitation in favor of a two dollar quotation, thus avoiding the confusion of a second advance which would be necessary by the middle of October should conditions anticipated for that period be realized. It is felt that nothing short of a generally warm winter can head off the present prosperity or hinder it from gathering force as the season advances.

#### Winter Business in Northwest.

The big operators pin their faith to the needs of the northwest, which it seems evident can not be satisfied with all the coal that may be rushed to that territory before the close of navigation, and a heavy all-rail movement throughout the winter is looked upon as certain. Plans are under way for an increased aggressiveness on the part of Ohio coal in the extreme north for next season, the scope of activity to be extended to Port Arthur and other points which have heretofore received little attention from Columbus operators. Advices from Detroit are to the effect that the market has been weak on Hocking coal. This is attributed to prevailing weather conditions. Jobbers have not yet become a factor in the trade, but a little later on they are expected to be heard from in the same clamorous manner that they were last fall, with the consequent premium prices.

The car supply has remained practically unchanged for the past month, being about fifty per cent of the demand. The few local concerns which ship coal west from the New River, W. Va., territory are the greatest sufferers, as cars built for the tidewater trade, which

form the bulk of the equipment with railroads in that field, can not be used for western service on account of their method of unloading. The supply of boats at the lake docks is fairly satisfactory.

Local retail coal circles continue to be agitated by a lack of uniformity in prices, the latter ranging from \$3.00@3.50 for Hocking lump, and by the protests of the public against paying winter rates at this stage of the season, but it is probable that Columbus fuel bills will range higher this year than for a long period heretofore.

#### GENERAL AND PERSONAL NOTES.

J. N. Breen, of Chillicothe, Ohio, was one of the out-of-town dealers here this week.

W. F. Parker, of the Island Creek Coal Co., Detroit, was in town on Wednesday.

L. M. Breeden, president of the Eagle Coal & Coke Co., paid a visit to Cincinnati this week.

G. T. Harrod has accepted a position in connection with the office force of the Dean Coal Co.

The Dean Coal Co. has been awarded a contract of large tonnage by the C. & D. & M. Traction Co.

C. S. Binns, vice-president of the Capitol Coal & Coke Co., spent last week in the Pocahontas, W. Va., region.

Thomas McGough, for the past twelve years state mine inspector of the fourth district, has been superseded by Ebenzer Jones.

James Winefordner, of New Straitsville, Ohio, and G. D. Ridenour, of Nelsonville, both retail dealers, were callers on the Hamilton Coal Co., Wednesday.

H. H. Heiner, vice-president of the Sunday Creek Co., is on a business trip to Duluth, Port Arthur, Winnipeg and other points in the northwest, and will be absent until about October first.

John T. Carding, president of the Carding Coal Co., has returned from a two weeks' visit to the company's mines at Deavertown, Ohio, where he has been overseeing some important improvements.

W. F. Voegelé, of Mansfield, president of the Ohio Wholesale & Retail Coal Dealers' Association, has been in Columbus this week, attending a session of the Grand Lodge of Knights of Honor, of which he is a high official.

The mines of the Mohr-Minton Coal Co., at McArthur, Ohio, have recently undergone extensive improvements, which have increased the output to 1,000 tons a day. The company reports a highly prosperous condition of trade.

W. S. Cottleman, of Springfield, Ohio, has accepted a position as traveling salesman with the Kanawha & Ohio Coal Co. He is an old railroad man and is also well known in coal circles, having had an experience of three years with the William C. Whetmore Coal Co., of Dayton, Ohio.

A great increase in the amount of West Virginia tonnage passing through Columbus will follow the consummation of the proposed deal by which the Norfolk & Western railway secures a direct outlet from this point to the lakes, in getting control of the Sandusky Short

Line, which has heretofore been controlled by the Pennsylvania company. The Norfolk & Western will not only be able to care for its own coal traffic, which it has been compelled largely to turn over to other roads, but is expected to receive a large per cent of the vast Chesapeake & Ohio tonnage. Looking to this latter arrangement a car ferry which will connect the two systems is about to be installed at Portsmouth, Ohio, on the Ohio river.

The thieving of coal from cars in transit and while awaiting unloading on side tracks is expected to be remedied to a great degree after January first next by the proposed enforcement of the state railway commission's ruling governing a shipper's claim for shortage. Heretofore trainmen, while exercising strict vigilance over other kinds of freight, have been lax in protecting coal cargos because the railways have not demanded the same in a specific way, as they could be held responsible for only a small fixed maximum of shortage. This regulation is also expected to do away with the weighing of cars at the mine on the run. Coal will take its place with other classes of freight, the weight being required to be that recorded on the bill of lading when the car reaches the hands of the consignee.

Lathrop & Smith, New York, have issued a circular on behalf of the Columbus & Hocking Coal & Iron Co., announcing the \$400,000 issue of fifty-year, sinking fund, collateral trust, purchase money and mortgage bonds at six per cent, the proceeds to be used in the erection of brick plants for the Columbus & Hocking Clay & Brick Manufacturing Co., a corporation subsidiary to the coal and iron company. The bonds are a first lien on all the assets of the brick company, which include nearly three thousand acres of coal and clay lands, and are a second lien on all the assets of the coal and iron company, including twelve thousand acres in the Hocking valley. As a second lien, they are overlaid by one million dollars of bonds, of which \$246,000 have been redeemed and are held by the Central Trust Co., of New York, in the sinking fund of the iron company.

The hearing on the new car service rules, reducing the time for free unloading from ninety-six to forty-eight hours, which was to have taken place before the Ohio Railway Commission on last Tuesday, has been postponed until October seventeenth, at the request of the railways. The latter stated that they wished time for taking further depositions. It is expected that they will present a mass of statistics to the commission, supporting their side of the controversy by evidence going to show that many coal consumers throughout the state are in favor of the regulation, and that in the end it will work to the interests of the coal trade. It is conceded by the opposition that large consumers, who have ample facilities for taking care of coal are not seriously affected, but that the hardship falls upon the small customer and retail dealer. However radically the two sides may differ, there is little bitterness of feeling between the actual representatives of the shippers and the railroads. The former recognize the fairness of the latter in twice extending the time when the new rule should go into effect, and no protest was made by the shippers in having the hearing go over for another month. Great confidence is felt by the coal men in the desire of the new commission to decide the matter on its merits, the opinion being held that a tribunal of this nature is much better than the regular courts, where the case would perhaps be allowed to drag its weary length for an indefinite period. The question is expected to be disposed of promptly and the decision of the commission gracefully accepted, no matter which way it goes. It is felt that an adverse decision, with consequent adjustment to a new order of things, would be better than a prolonged period of uncertainty, with the possibility of defeat in the end.

Should you be in the market for Kanawha Splint and Gas or New River Pocahontas Smokeless Coals just drop the hint to the

**KANAWHA & OHIO FUEL CO.**  
MINERS and SHIPPERS  
405-406 Hayden Bldg. - Columbus, Ohio

Mine 31. —Shafer Mine

**New York Coal Co.**

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C. W. Thompson, Secy-Treas.

Michigan Office: 88-90 Griswold Street  
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**Superior Thick Vein  
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Our Leader:—"Manhattan"  
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especially for the retail trade

Steam users will find our coal superior and our shipments regular and satisfactory. Write us for prices.

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Coke Co.**

MINERS AND SHIPPERS

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**Thacker, Hocking.**

**Capitol Splint and  
Westmoreland Gas Coal**

**FOUNDRY, FURNACE AND  
DOMESTIC COKE**

Columbus Savings and Trust Building

**COLUMBUS, OHIO**



### Canadian Coal and Coke Notes.

The Canadian Coal & Navigation Co., Limited, has been incorporated with a capital stock of \$500,000. Its head office is at Tillsonburg, Ontario.

The Taber Coal Mining Co.'s extensive property at Taber, Man., has been sold to the Western Canada Coal Co., which will further develop the property at once.

The Dominion Coal Co. has issued upward of twenty writs in the Supreme Court of Nova Scotia against the miners whom they brought out from the old country and who lately left their employ and went to work at Inverness. The writs are for various amounts, but include a charge for money advanced to the person and for an amount paid for the man's passage money out from England. These men are alleged to have been disappointed at the wages paid them on their being put to work, claim-

ing it to be far below what was promised them before they left the old country. It is understood that those of them who will contest the suits will place their defense along these lines.

A dispatch from Montreal quotes F. L. Wauklyn, vice-president and general manager of the Dominion Coal Co., as saying: "The present season has certainly been the most strenuous in the history of the Dominion Coal Co. owing to the great scarcity of labor and to the fact that the majority of the company's customers are asking for from fifteen to forty per cent more coal than they needed last year. The Dominion Iron & Steel Co. is asking for double its quantity required last year. The labor situation is much better than it was around August first, as men who were working their farms are now returning to the mines. The indications are that the company will be able to fill all its contracts for the present season."

A pending coal merger, the scope of which is said to be the largest in the history of Cape Breton, is engaging the attention of New England and English capitalists interested in the industry in the maritime provinces. The men behind the movement are Henry M. Whitney, of Boston, Mass., who long has been an influential factor in the coal industry of that region; B. F. Pearson, of Halifax, and Graham Fraser, formerly director of works of the Dominion Iron & Steel Co. When the merger is effected, which will be in the near future, it is said it will equal if not surpass in commercial importance the Dominion Coal Co., which has hitherto dominated the Cape Breton colliery business. A factor of the first importance in the new enterprise will be the opening of a new shipping point, Port Merien, from which the combined product of the areas included in the merger can be shipped with less expenditure

than from either Sydney or Louisburg. On account of the fact that this harbor is open all the year round, it is regarded as ideal for shipping purposes. It is understood that the proposed amalgamation will embrace practically all of the coal properties still independent of the Dominion Co., and the area covered is reported to be larger than that of the Glace Bay industry. The properties mentioned are the Gowrey and Blockhouse collieries, in which James T. Burchell is interested; the North Atlantic collieries, chiefly owned by C. O. MacDonald, who is said to place the value of his interests at \$240,000; the areas at False Bay Beach, owned by General Montgomery Moore; the property of the Cape Breton Coal, Iron & Railway Co., at Broughton, which is represented by Hanson Bros., of Montreal, agents of Cotes & Sons, the London bankers, and the area of the Cumberland Railway & Coal Co., in the vicinity of the latter.



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Manufactured by the Sackett Screen Co., Fredonia, N. Y., are first class, are exactly as represented and are extremely modern. SACKETT SCREEN CO.

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CARBONDALE, PA.

NEW YORK OFFICE:  
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**PERFORATED PLATE**  
STEEL or BRONZE  
SPECIALLY IMPROVED  
SCREENS FOR CLEANING AND  
SIZING COAL AND COKE, FOR  
SHAKING AND REVOLVING  
SCREENS.

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ANTHRACITE — COKE — BITUMINOUS  
(SOLE SHIPPER)

"RELIANCE"

"LOPEZ"—THREE MINES

"Buck Mountain"

Mine Agent

"Perfection" Smithing

"Big Vein Lehigh"

"Best" Gas

"Wilkes Barre"

"White Oak" Steam

And other grades Anthracite

And other grades Bituminous

Connellsville, Latrobe, Gallitzin and West Virginia Coke

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Anthracite Shipments made by Rail or Water via P. R. R., P. & R. R. R., L. V. R. R., Erie R. R., and their connections.

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# THE BLACK DIAMOND

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## General Review of the Markets.

While there are some decidedly weak spots, the general tone of the coal markets of the country is higher and shows a more healthful feeling. The demands of consumers upon the retail trade aggregate a considerable increase in volume, the gain already experienced being great enough so that another week's advance in the same proportion will give retailers all of the business which can be comfortably taken care of. While stocks in retail yards have been sufficient to take care of current demand so that the volume of orders coming forward to wholesalers has not been greatly swelled, some improvement is also noticeable here of such a character as to give promise of a constantly growing movement to supply this trade.

Sales agents of the anthracite companies at the great distributing centers of the east have noticed a change from a week ago in the tone of their business, both in the matter of actual orders and as regards the various signs, which give a forecast of better things to come. Their advices from their customers indicate that consumers generally are at last awakening to the fact that cold weather is close at hand and hence are ordering coal more freely than at any time since last spring. These reports are not restricted in area, but cover almost the entire seaboard from Philadelphia northward, and the all-rail markets of the east as well. Further south the revival is naturally somewhat slower than in higher latitudes. With summer weather still prevailing in Baltimore and its tributary territory the transition from summer quietness has not yet begun.

One gratifying condition of the eastern market is found in the fact that nearly all sizes are in about equal demand, thus preventing the embarrassments which arise from a necessity for the storage of some sizes. Steam sizes continue strong at tidewater, with the exception of pea coal, for which there is a much lighter demand. Sizes from buckwheat down are in strong demand, as also are washery grades.

One of the most satisfactory signs of the times is found in the maintenance of circular prices by the independent operators, always the first to cut prices when business is slack. This firmness in the maintenance of quotations is attributed to the continued activity of demand from all-rail and line points.

Regarding transportation, the car supply from the mines to tidewater is very nearly keeping pace with the increase in demand, so that very little complaint has been heard from the trade. Transportation by water has been interfered with to a certain extent by the prevalence of unfavorable winds, which have interfered materially with the movement of the unwieldy barges, which have been forced to consume much more time than usual in making each trip.

### Movement of Anthracite to the Docks.

As the bulk of anthracite forwarded to the upper lake docks is carried in vessels placed under charter early in the season, shippers are not troubled by the scarcity of vessels, which has created such an important part in the lake bituminous trade. Reports therefore indicate sufficient forwardness in the matter of shipments to justify the expectation that the close of navigation will find the normal amount of anthracite available at the docks. With fears of a shortage of this kind put at rest buyers depending on the docks for their supplies seem to think that there is no need for haste in securing their allotments, so that this class of anthracite trade in the west is still very quiet.

The gradual revival of activity in the anthracite trade, while most apparent in the east, is gradually working westward. Demand is reported as noticeably stronger in Ohio and Michigan territory, both with the retailers and with the wholesale agencies upon which they are depending for their supplies. Fears of an increased car shortage amounting to famine are regarded as largely responsible for the change which is taking place in the attitude of the buying public. This same cause is more or less operative throughout the central west in all-rail

territory. A steady volume of anthracite is coming forward to these points, so severely taxing the supply of box cars that some trouble has already arisen from this cause, which is expected to increase with each week's advance of the season. It is highly probable that buyers will soon be forced to choose between going without anthracite or waiving their preference for box cars and accepting gondolas and hoppers.

### Not Much Change in Seaboard Bituminous Trade.

No material changes are to be noted in the seaboard bituminous coal trade. The volume of business is sufficiently large to keep the mines fairly active and the shippers fairly busy in taking care of their contract and other regular trade. The market for higher grades of coal is therefore considered to be satisfactory. The poorer grades are in very light demand and consignments are placed with difficulty. In other words, the total demand is not so heavy but what it is entirely possible for everyone to secure the high grade article with promptness, and they therefore insist upon having it. It is only when business is rushing and supplies are hard to get that consumers are willing to take poorer grades.

The car supply on roads from mines to seaboard is scarcely adequate for the present comparatively small demand. This is taken as proof that when the fall rush fully begins the need for cars will be as great as is already the case for the west. The eastern bituminous trade to all-rail points is somewhat better than to the seaboard, with prices maintained at about the same level which has prevailed throughout the month.

Lake shipments from Buffalo show a decided advance in tonnage over last week, but have by no means reached the high water mark of a few weeks ago. Distribution of these shipments is maintained in fair proportion as between Lake Superior and Lake Michigan ports.

Most of the companies largely interested in the shipment of bituminous coals by way of the lakes are having less difficulty in the matter of securing suitable vessels, less so than was the case earlier in the season. This, however, is to be accounted for not by any material increase in the number of vessels available, but rather by the curtailment in the car supply. Where the supply of cars is not restricted the same old difficulty exists, as is shown by the congestion of the railway yards at Detroit, due to the inability of certain shippers to secure vessels for coal already on the tracks at that port.

The great excess of demand over supply in the fields of West Virginia, Ohio and the Pittsburg district continues without abatement. The majority of the operators in these fields are so overstocked with orders that practically none of them are soliciting business, and many are refusing any additional orders which are offered to them or even urged upon them.

The western bituminous market, taken as a whole, is in a decidedly better condition than in the near past, although by no means up to standard as yet. The one striking exception to this statement is to be found in the Chicago market, which has been completely off color during the past week, a decline in price being apparent in almost all grades, and the market for screenings going absolutely to pieces.

Transportation from Illinois and Indiana mines to their markets is constantly becoming worse, the car supply being woefully inadequate and the motive power beginning to show signs of a strain. To make matters worse in the Indiana field a strife is going on between certain of the railroads, pending a settlement of which they have been permitting the accumulation of loaded cars at transfer points, thereby not only making car supply less but disturbing the currents of trade and causing serious loss to many Indiana shippers. This difficulty is being actively investigated by the Indiana State Railway Commission and a speedy settlement is therefore hoped for.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, ILL., Sept. 27.

The trend of the Chicago market during the past week has been downward rather than upward. The volume of business transacted has been light and the quotations unsatisfactorily low and fluctuating without apparent reason.

Most conspicuous among the features of the week has been the state of the market for screenings. Illinois and Indiana screenings have been abundant and many cars have gone up to demurrage each day, forcing their owners or consignees to sacrifice them at whatever prices could be obtained. The week opened with the ruling price from twenty-five to thirty-five cents at the mine, but successive forced sales have crowded the price down so that the quotation of ten to fifteen cents at the mine has been most common, though by no means the lowest in cases of especial stress. A considerable tonnage has been sold for the freight charges and in some instances it has been possible to obtain a few scattering cars for as much as fifteen cents below the freight.

The chief cause for this tremendous slump in the price of screenings is undoubtedly the inability of the market to absorb the heavy tonnage of screenings necessarily produced in meeting the demand for prepared sizes. But some special causes have aided in aggravating the situation, one of these being the indefinite shutting down of the Taylor street refinery of the Glucose Sugar Refining Co., a consumer ordinarily consuming from four to five hundred tons per day.

The depressed state of the general Chicago market for western coals during the week has perhaps been due in part to what might be called the sympathetic effect of the decline in screenings, but this explanation, like all others offered, seems scarcely adequate to explain the continued quietness of the market as late as the last week in September, when fall activity is usually well under way.

#### Activity of General Western Market.

It is indeed fortunate for the coal purchasing interests of the Illinois and Indiana field that they are not dependent upon the Chicago market. The situation at the present time is being saved for them by the volume and steadiness of the general western market. Throughout the west and northwest fall business is well under way, the demand being steady and fairly strong and the prices which prevail, while by no means high, being on such a basis as to afford fair profit. The volume of business transacted at the present time would be considerably larger if the supply of cars were such as to make an increase possible. It is to be questioned, however, whether such an increase at the present time would not have a depressing effect upon prices.

Light as has been the demand for western coals, the shippers have had constant trouble in securing anything like the number of cars which they needed and at the same time are being told that they must prepare for an even greater stringency. Some of the railroads are sending out special circulars to agents on their lines instructing them to advise retail dealers and consumers that the shortage of coal due to this cause is going to increase and to urge them to lay in supplies as rapidly as possible. Reports from the various general freight agents are to the effect that freight is already beginning to pile up at almost every station on account of the lack of facilities on the part of the roads and that there is practically no possibility of having shipments hurried to destination. It is also stated that

while many of the roads are ready to spend large sums of money to get in shape for the handling of the enormous tonnage which is pressing from all sides, these expenditures in many instances can not be made to advantage because the builders of freight cars are far behind on their orders and they do not hope to be able to fill current orders in time to prevent a greatly increased seriousness in the car shortage.

On some of the roads, too, motive power is coming to be an important factor in the problem pressing for solution. The heavy traffic which has prevailed throughout the entire summer has afforded no opportunity for anything but the most necessary repairs, and a general overhauling of locomotives has been out of the question, so that the effect of the long strain is beginning to be felt.

#### Anthracite Market Not Very Active.

Interior points, obtaining their supplies of anthracite by all-rail routes directly from the east, are taking in supplies in considerable quantities and are pressing for prompt delivery to an extent greater than is possible for the companies to meet in view of the scarcity of box cars on the trunk lines. Dealers obtaining their supplies from the docks are much more backward in placing orders, so that the wholesale trade at Chicago and other dock points is still quiet, and quite unusually so for the last of September. As reports indicate that the retail trade has greatly increased in activity during the last fortnight, it is evident that retailers are well stocked and inclined to reduce these stocks materially before placing orders for further shipments.

With only about ten weeks of the lake navigation season remaining, dock interests in the northwest are pressing hard and continuously for shipments of all standard descriptions of eastern bituminous coals. As this pressure comes at a time when the supply of cars on all of the roads between the mines and lake is greatly reduced, most of the shipping companies feel obliged to consign to the lakes a large percentage of the product which they are able to load at the mines.

The question of vessel supply so prominent a few weeks ago is now of less importance, for the reason that it is large enough in most instances to take care of the tonnage which the railroads are able to bring to the lakes. The preference which is being given to lake business is seriously felt in western all-rail markets where an increasing demand for eastern bituminous coal can not be met by a corresponding increase in supply. The western representatives of many of the largest producing companies are accepting only a very few orders or none at all, and are absolutely noncommittal as to dates upon accepted orders which deliveries can be made.

#### Sudden Oversupply of New River Coal.

Pocahontas and New River smokeless coals are apportioned perhaps more equally between dock and all-rail business than most of the other descriptions, and are being delivered to all-rail consignees with somewhat better dispatch than was the case earlier in the month. Early this week a surplus of smokeless coal, mostly New River run-of-mine, suddenly appeared in the Chicago market. Finding no ready sale and getting dangerously close to demurrage, it was freely offered at twenty to twenty-five cents below circular. The flurry is believed to be only temporary, so that standard grades of run-of-mine continue to be quoted at \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago. Lump and egg sizes are quoted at \$2.00 f. o. b. the mine, or \$4.50 f. o. b.

Chicago. War Eagle run-of-mine is held at \$1.25 f. o. b. the mine, or \$3.15 f. o. b. Chicago.

Youghiogheny gas coal is in increasing demand in the western market, but the supply obtainable from the mines has been reduced to an almost imperceptible minimum. It is taxing the ability of western wholesalers to meet the imperative requirements of their contracts so that very little Youghiogheny coal is obtainable by those who have not placed contracts far in advance. As an illustration of the condition existing, one of the very largest Chicago agencies states that during the past two weeks only one car of this product has been sold on the open market. The few sales that have been made have been on a basis of \$1.35@1.40 f. o. b. the mine, or \$3.25@3.30 f. o. b. Chicago for three-quarter-inch, and \$1.45@1.50 f. o. b. the mine, or \$3.35@3.40 f. o. b. Chicago for inch-and-a-quarter. It is freely predicted, however, that the coal will not be obtainable at these prices after the present week, an advance of from fifteen to twenty cents being expected upon October first.

Fairmont steam coal is practically as difficult to obtain as the Youghiogheny product, one prominent jobber remarking that "it is catch-as-catch-can if you get any." Three-quarter-inch has sold in some instances during the present week at \$1.20 f. o. b. the mine, or \$3.10 f. o. b. Chicago, and inch-and-a-quarter at \$1.30 f. o. b. the mine, or \$3.20 f. o. b. Chicago, but only small quantities have been obtainable and a few days is expected to show an advance above these prices of from ten to twenty cents.

While the question of car supply is making all sorts of trouble throughout the fields of West Virginia, western Pennsylvania and Ohio, the situation is perhaps at its worst in the Hoeking valley, where the available supply is almost ludicrously small compared with the need. This statement is fully borne out by the figures for last week when the daily average requirement was 1,400 cars and the daily average supply was 590, giving an average daily shortage of 810 cars. As most of the cars which were obtained were consigned to the docks, sales agents at all-rail points, including Chicago, have been unable to obtain more than an occasional car, so that many of them are refusing to accept any orders whatever. When asked to give quotations, their reply is that this would be useless, as they can not furnish the coal at any price. Nominally the September circular is still in effect, but this will be replaced October first by a new circular which is expected to show a substantial advance in prices all along the line.

#### Weakness in Western Coals.

The Chicago market for Illinois and Indiana coals is very weak as to demand and the tonnage coming to this city has exceeded the demand to an extent sufficient to depress prices. These local conditions have not materially affected the general outside market for these products, prices in western territory being fairly well maintained.

Prevailing prices for Springfield coal are as follows: run-of-mine, \$1.05 f. o. b. the mine, or \$1.80 f. o. b. Chicago; inch-and-a-half lump, \$1.20 @1.25 f. o. b. the mine, or \$1.95@2.00 f. o. b. Chicago; domestic lump and egg, \$1.45@1.50 f. o. b. the mine, or \$2.20@2.25 f. o. b. Chicago. These same grades have sold in Chicago during the past few days at 80@90c f. o. b. the mine, or \$1.55@1.65 f. o. b. Chicago for run-of-mine; \$1.05 @1.10 f. o. b. the mine, or \$1.80@1.85 f. o. b. Chicago for inch-and-a-half lump; \$1.30@1.40 f. o. b. the mine, or \$2.05@2.15 f. o. b. Chicago for domestic lump and egg. Screenings, when not sold under great pressure, have brought from fifteen to twenty-five cents f. o. b. the mine or 90c@\$1.00 f. o. b. Chicago, but screenings at ear



service have been sacrificed, some sales being made at seventy-five cents f. o. b. Chicago, which is exactly the freight rate, and a few being made as low as sixty cents f. o. b. Chicago, or fifteen cents below the cost of transportation.

Carterville coal coming to Chicago has suffered in common with the product from the central

district of the state, but in the outside market is in good demand and is either bringing circular prices or being shaded but slightly.

Green and Sullivan county coals continue in fair demand in territory outside of Chicago and are bringing about the same range of prices, according to size and preparation, which have pre-

vailed for the last few weeks. Considerable quantities of this product, however, have been coming to Chicago of late, where they have had to meet the keen competition of this market, and have sold at substantially the same prices as those quoted above as obtainable here for Springfield coal.

## Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, September 27.

This is an age of publicity. It is also a time to prove the merit of your holdings. This statement is the result of frequent inquiries and constant observation.

The observer back of the ropes, and the inquiring investigator is a prominent factor in Pittsburg. The impression prevails at home, and it also exists across the Atlantic, that the United States is "a land flowing with milk and honey"; that Pittsburg is the very center of it, and all good things have their origin here. The result of this opinion, which is not mere conjecture but has long since merged into the cold and solid truth, is that the coal city, Pittsburg, is looked upon by the financial weather reporters of the country as the centrifugal point upon which the ball of progress turns. In other words, "dull in Pittsburg, dull in Wall street"; and, the reverse applying to an exuberance of trade. Pittsburg consequently occupies a no small portion of the great chart of trade of the country; and the greatest part of the commerce of this industrial section. is the coal part. Coal!! Coke!! Consequently steel and iron.

Never in the history of Allegheny county has the steel and iron business been at such a high ebb of prosperity. Naturally the coal and coke industry is at the present time at the zenith of its history in this vicinity.

The coal and coke producer and operator occupies an envied, yet a peculiar, position in this district today. Overwhelmed with orders; yet better and safer judgment says, "Don't overdo what you have longed for and labored to obtain." In other words, "Don't kill the goose that laid the golden egg."

The present state of affairs in the Pittsburg district is one of extraordinary prosperity. Coal mines, busy to overflowing, and the larger companies buying products of smaller mines to fill orders; the same state of affairs exists with the coke producers, and in addition the iron and steel manufacturers overwhelmed with orders, so that it is no wonder that the attitude of all of them is one of repulsion. "We don't want any more orders."

It is at such a time as this that it is well to "stop, think and listen."

### Many Operators Have Nothing to Sell.

The coal and coke trade in the Pittsburg district is at present enjoying the high or tidal wave of prosperity. On all sides the reply comes to the inquiry regarding the state of affairs and the market prices, "There is no market." "We have nothing to sell," and there you are.

In the light of these reports we are forced to report that the coal and coke industry at Pittsburg is enjoying what the daily press is wont to call "an unusual era of prosperity."

Notwithstanding the fact that prosperity is the ruling condition in this section at present, there are, as at all times, a number of "thorns in the flesh," which tend to retard trade.

A number of outbreaks among employes are reported from the mines, which, although of a small nature, yet are sufficient to harass and to curtail the daily and weekly output of the mines. Labor is still scarce in the district and hard to obtain, even at a very substantial increase in the daily wage.

Cars continue to be hard to obtain; and, on account of this, the trade, especially the coke interests, has been unable to get orders filled as promptly as they should be. Yet, in spite of the drawbacks mentioned, the record of shipments of both coal and coke from the district are satisfactory to all persons concerned; the coal shipments show a decided increase over the week previous, and, although the coke sent for-

ward is somewhat less than the amount forwarded last week, yet there is but little or no decrease in the volume of trade, as the number of ovens in operation was considerably less than for last week.

### Railroads to Increase Equipment.

A very interesting and important occurrence of the week relative to the coal trade is that a number of the trunk lines of railroads have placed, within the last few days, orders for very heavy additions to their rolling stock, a large proportion of which will be used in the transportation of coke and coal. This fact, in connection with the recent action of the railroad companies, whereby they propose to acquire complete control of all cars used for coal transportation, insures to the coal and coke producer at least a promise, if not an assurance, that the future will be better than the past as regards a plentiful supply of cars.

### Not Much Change in Current Prices.

As regards prices of both coal and coke in the Pittsburg district there is virtually no change. Run-of-mine coal is listed at \$1.20@1.40 per ton, f. o. b. the mine; three-quarter-inch is bringing \$1.25@1.35 per ton, f. o. b. the mine; lump is quoted at \$1.40@1.55 per ton, f. o. b. the mine, and slack is selling for 80@90c per ton, f. o. b. the mine. On all grades the price is firm and the market active.

The coke market remains with no change, and the prices of last week are the ruling quotations of today. Furnace coke is strong at \$3.05@3.25 per ton, f. o. b. the oven, and foundry is scarce at \$3.55@3.65 per ton, f. o. b. the oven.

Coke producers are extremely independent, and justly so. They say "No goods, no price." It is all a question of production; the supply part of the problem has been lost sight of in the more important phase of the subject, viz.: "How much can be produced?"

The retail trade in the city remains the same as it has been for some weeks. Retail prices here are largely sustained upon a season basis. In the near future, however, judging from the present outlook, there is a strong probability that there will be an increase from the prices now in vogue.

The situation at the present time as regards the investment values of coal stocks and bonds is peculiar. To quote from a prominent banker in our city: "Somebody is making money in the coal and coke business; but we are not, as the price of the stocks in this line that we are holding are less than a year ago; yet, everything seems to be 'on the boom' in the coal trade." This leads to the unanswered inquiry: Why is it, when there is a great demand and a booming market, that coal stocks are at such a low ebb on the stock exchange?

### GENERAL AND PERSONAL NOTES.

The Westmoreland Coal Co. has declared a semi-annual dividend of five per cent, payable October first to holders of record.

The Bessemer & Lake Erie road has just placed an order for five hundred steel hopper coal cars for early delivery. The cars are being built by the Standard Steel Car Co., of Butler, Pa., and are to be of 100,000 pounds capacity.

Of the large fleet of tows that went south on the last rise but four have been able to get back on account of low water. The others are tied up at various points along the river. The Pittsburg harbor is gradually filling up with loaded barges, and the upper pools are crowded with loaded craft, all waiting for a boating stage. It was thought that the heavy rains in this vicinity

of the last few days would have raised the streams several feet, but they have had but little effect on the rivers here.

National Vice-President T. L. Lewis, of the United Mine Workers of America, paid a flying visit to Pittsburg a few days ago. Mr. Lewis was optimistic relative to the condition of the mine workers throughout the country and expressed himself as being satisfied with the manner in which affairs are being conducted by the local district officials.

A record price for coal in the Greensburg district was secured by W. R. Barnhart for a tract of 250 acres in Hempfield township, near Greensburg. The purchase price is said to be in the neighborhood of \$250,000, approximating \$1,000 an acre. This is a record price for coal land in this neighborhood. The new owners are the Keystone Coal & Coke Co. The tract was the last unsold in the Greensburg basin.

One of the interesting features in connection with the strike of the miners employed by the Pittsburg Plate Glass Co. at their Charleroi plant is the leader of the strikers is a woman, the wife of one of the miners. She is alleged to have organized several attacks upon the men now at work in the mines. Several battles have been fought during the last few days, and the strikers are said to have made threats of more serious violence against the working miners.

There was a slight decrease in production and shipments in both coke regions for last week. Shipments were held back on account of the great scarcity of cars. The week's production is estimated at 278,645 tons, a decrease of over two thousand tons. The shipments aggregated 12,027 cars, being about one hundred cars less than the previous week. The shipments from the two regions are estimated as being 382,091 tons. A summary of the region shows a total of 23,358 ovens, of which 21,780 are in blast and 1,578 are idle, a gain of forty-five ovens in the active list.

Full order books and a heavy tonnage of shipments does not always mean a high price of shares in the stock market, or satisfactory dividends. But little is doing or has been done in the Pittsburg Stock Exchange in the coal group for some days. Pittsburgh coal preferred is quoted at 54½, and Monongahela coal preferred is selling at 25, both being low prices, when the volume of business being done by these concerns is considered. Shipments of coal and coke originating on the lines of the Pennsylvania railroad east of Pittsburg, and Erie, for last week, amounted to 992,736 tons, distributed as follows: Bituminous coal, 650,582 tons; coke, 248,031 tons; anthracite coal, 94,123 tons.

Word comes from the head offices at Philadelphia that the Pennsylvania railroad company has just awarded contracts for the construction of 12,400 freight cars, the most of them to be used in the coal trade. Pittsburg gets the majority of this immense order, which amounts to over \$15,000,000. The order is divided as follows: Pressed Steel Car Co. of Pittsburg, one thousand hopper cars, two thousand gondola cars, nine hundred box cars and four hundred float cars; Standard Steel Car Co. of Pittsburg, 2,100 gondola cars; the Cambria Steel Co., two thousand hopper cars. The contracts specify that the delivery of the equipment shall begin in April next and continue until late in the summer.

Allegheny City, the twin sister of Pittsburg, has fallen in line with her older relative and has issued stringent orders to all railroads within her corporate limits to stop using soft coal, while within the bounds of the city. This will be a hard blow to the railroads, but a great boon to the city. Allegheny has been for many years



to Pittsburg what Brooklyn is to New York, the place where the business man of the smoky city sleeps. The encroaching of the railroads onto properties in Allegheny has changed it so that it is as dirty as Pittsburg almost, and becoming less desirable every year as a place of residence. It is expected that the elimination of smoke from the engines on the railroads will go far toward helping Allegheny to assume her former cleanliness.

The electric mining locomotive is the essential acquisition of modern mining operation, and the more general it becomes introduced the less use there will be for the mine mule. That department of the Westinghouse Electric Works at East Pittsburg, where mining locomotives are constructed is now working at its full capacity to keep abreast with the orders received. Among the companies which now have locomotives on order at East Pittsburg are: Keystone Coal & Coke Co., six; Zeigler Coal Co., Chicago, seven; Sultana Gold Mining Co., San Francisco, three; Straight Creek Coal & Coke Co., one; Stevens Coal Co., Acme, W. Va., four; Wyanoke Coal & Coke Co., Dayton, Ohio, one; United States Smelting Co., Salt Lake City, two, and the Quincy Smelting Works, Hancock, Mich., one.

The coal operators in the Irwin field say that this year will be the banner one in the half century history of the industry. During the last few months the capacity of the mines has been tested to the utmost, and in many cases the companies were forced to purchase as high as one thousand tons a day in other fields to fill contract orders. The Westmoreland Coal Co. group of mines is producing about fifteen thousand tons a day, and the company is a large purchaser from

outside concerns. The Keystone Coal & Coke Co. has an output of from fifteen thousand to twenty thousand tons a day, and it, too, is making large purchases in order to fill the demands made upon it. Everywhere in the field work on new openings is going on, new houses are going up, and operators are calling for additional miners. It is estimated that at present work for over one thousand miners, additional to those now employed, could easily be given out in the Irwin field.

Slack water and a nine-foot stage on the Ohio from Pittsburg to Beaver is now assured before the end of the present year. This means the gain of thousand of dollars in business on the upper Ohio. From the mouth of the Beaver river downward there will soon be sixty more days in the year during which loaded barges can be towed on the Ohio than from Pittsburg, and realizing the importance of this fact already several manufacturing corporations have commenced the construction of steel barges to carry their goods to the southern and western markets. There is a limit to the capacity of the railways of this district. It is not a business as profitable as it should be to the railways, for too much of it is coal and coke, upon which freight charges are almost at cost rates owing to the fierce competition from other fuel fields. If some of the coal traffic now being carried by the railroads could be given to waterways, the railways would be in a better position to urge and encourage capitalists to plant light manufacturing industries here, which would give employment to new classes of workmen, the product of which would be more profitable than either coal, coke or steel on account of the heavy bulk in which these products are carried. It is a mistake to think that the railroads are opposed to the improve-

ment of the Ohio river; they heartily indorse the present expenditures being made by the government, knowing that in the end it will redound to their interest and profit.

In the organization of the Nevada Coal Co., the news of which has just leaked out, a group of well known Pittsburg capitalists and business men have secured a practical monopoly of the coal in the state of Nevada. P. V. Rovnianek, president of the Mortgage Banking Co., is president of the new coal company. Other prominent Pittsburgers interested in it are R. C. Hall, James W. Geer, Thomas S. Brown, Samuel Garrison and Robert Marshall. Before the company was organized the persons interested in it purchased the claim of the Gold Bar Mining Co. The property was found to contain eight hundred acres of coal land. The coal extended into 160 other acres, which were recently acquired. The company now controls 960 acres, and no other coal land, so it is reported, is said to exist in Nevada. The company is capitalized at \$1,000,000. The property has been thoroughly prospected with the diamond drill and found to contain three rich veins, the top vein of which runs about seven or eight feet and contains \$25,000,000 worth of coal. It is of a good bituminous variety. The company will be able to provide cheap coal and coke to the mines in the region, which will be a great advantage and saving to them, as coal in that section is both scarce and high. The company's property is thirty-five miles from Goldfield and less than two miles distant from the new railroad being built between Tonopah and Silverpeak, in which George T. Oliver and William Flinn, capitalists of Pittsburg, are interested. This railroad is sixty miles long.

## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, September 27.

There is little, if any, change in the Cincinnati coal market this week. At the same time there is no question but that the market is growing firmer every day.

The car supply continues to be the one great and absorbing topic of interest in the coal business, and as no one can see any immediate hope in the situation, the outlook is anything but an encouraging one. As frequently noted in this department of THE BLACK DIAMOND, the fixed expenses of mining coal are practically the same whether a mine with a daily capacity of say a thousand tons produces a thousand or three hundred tons a day. For nearly two months now, thousand-ton mines have been getting barely cars enough to make three hundred tons a day, and it is but a simple matter of arithmetic to show that coal costs much more per ton when only three hundred tons are produced than when the mine is getting out its full capacity of a thousand tons.

Increases in prices have been frequent during the past two months; but it is doubtful if the majority of mines are making as much per ton on the coal they are selling now as they did on the coal they sold early in the season before the present actual car famine came on. And to make the matter worse for the producers of coal, they are now delivering much of the coal they sold two months or more ago, at prices that now mean a positive loss at the present time when the output of the mines is so greatly curtailed by the car famine. Many of the principal companies have practically had nothing to sell since the price of coal has advanced. It makes no difference to them whether the present price is two dollars a ton or twice that amount; they are now filling contracts made at less than one dollar and a half.

A fair current quotation on splint lump is \$1.60 a ton f. o. b. the mines, but prompt deliveries will not be guaranteed by anybody. Most of the selling agencies, therefore, are not quoting prices, and those which have the temerity to do so under the present discouraging outlook are telling their prospective customers that splint lump is, or will be by the time it is delivered, two dollars a ton at the mines. Even higher prices than this latter figure are being named,

and here and there an order comes in at these comparatively fancy prices. New River and Pocahontas lump and egg coal are getting scarcer and scarcer every day, and \$2.25 a ton f. o. b. the mines can be obtained for it just as easily as two dollars.

### Nut and Slack Scarce and High.

Nut-and-slack has been see-sawing up and down all summer and fall, with the consumers of it believing that it has been "up" most of the time. This week it has been very scarce again, and a number of large dealers who have contracts that must be kept going have been keeping the telephone lines busy inquiring for fine coal. There was very little to be had in the beginning, and any possible surplus was quickly bought, and the dealers who usually have fine coal to sell immediately begin to sit up and take notice, and each car they received after that was made to bring them in a little more money than the one before it. The range of price of nut-and-slack this week was from sixty-five to eighty cents a ton at the mines. The demand for splint lump is gradually increasing as the production has been decreased by the car shortage. Run-of-mine ranges from \$1.05 to \$1.20 a ton at the mines. Smokeless run-of-mine is worth \$1.35 to \$1.50 a ton at the mines.

On account of the steadily increasing price at the mines, and the difficulty local retail dealers are experiencing in getting it, there is a strong probability that the price of Pocahontas and New River lump and egg will be advanced at retail before long. These coals are now selling for four dollars a ton delivered to customers at their homes, and the dealers say there is not enough profit in it when the loss from screening and other disadvantages of handling smokeless coals are taken into consideration. The freight rate alone is \$1.15 a ton, and the wholesale price is well known. As long as the supply of river coal holds out there is little likelihood of the retail price of splint advancing. It is now \$3.25 a ton for all such standard coals as Pittsburg, Kanawha, Thacker, Fairmont, etc. Nut-and-slack delivered to factories ranges from \$1.90 a ton to \$2.25, the higher price being for the screenings of Pocahontas and New River lump.

River lump coal is worth from seven one-half to eight cents a bushel afloat in barges, and nut

and slack five to six one-half cents. The supply of coal afloat is gradually disappearing, but most of the river dealers have large piles on their yards, so there is no uneasiness as to supplies along the river front.

### NEWS NOTES AND PERSONALS.

O. P. Curran, local manager for The Black Band Coal & Coke Co., is an enthusiastic automobile man. He now has two machines.

Robert A. Coulter, manager of the retail business of C. G. Blake & Co., and one of the best fellows in the trade, has been laid up for nearly a week, but is out again.

Capt. J. T. Hatfield, general manager of The Hatfield Coal Co., Covington, Ky., opposite Cincinnati, is having his big towboat, J. T. Hatfield, thoroughly overhauled and repaired for the coming winter's towing business.

The Monongahela River Consolidated Coal & Coke Co. is having its harbor towboats repaired, now that there is not a great deal of work for them to do. One of them was taken to Point Pleasant, W. Va., where it was pulled out on the floating docks for repairs to its hull.

The Baltimore & Ohio railroad is in very bad shape in and out of Cincinnati, having recently embargoed every kind of freight, both in and out, until it is able to clear up its present congestion. The Panhandle, P. C. C. & St. L. has embargoed everything to Chicago. The Cincinnati, Hamilton & Dayton and the Big Four are still handling all coal offered them out of Cincinnati.

A. Moore, president of The War Eagle Fuel Co., War Eagle, W. Va., came down to Cincinnati Sunday night and spent Monday and Tuesday with his local manager, F. B. Raines. Cincinnati is now one of the principal markets for War Eagle, while two years ago it was unknown here. Mr. Moore seemed well pleased with the outlook for his company here. He returned to War Eagle Tuesday evening.

E. Gallati, the popular manager of the Pittsburg Coal Co. branch of the Monongahela River Consolidated Coal & Coke Co., met with an unusual and very painful accident last week, and is just now barely able to hobble about again. In inspecting a ear of coal, Mr. Gallati climbed up



on the ear, and after going over it to his satisfaction, attempted to get down. In doing so his heel caught on the car after he had let go with his hands, and he was thrown violently to the ground. He was picked up almost unconscious and in great pain and taken to his residence in Covington, where he was confined to his bed for nearly a week. He is out again, but is still badly crippled up.

S. F. Dana, president of the Campbell's Creek Coal Co., returned a few days ago from an extended European trip. In his party were Mr. and Mrs. Dana, their two granddaughters, Misses Burnett, and a Mr. and Miss Anderson. They left Cincinnati early in the season and traveled through Italy, Switzerland, Germany, France and the British Isles. Mrs. Dana, on account of whose health the trip was taken, largely, thoroughly enjoyed the extended outing, and comes back to the Queen City feeling better than she had for many years. Mr. Dana is in excellent health. Mr. Dana is very wealthy, and it is understood that he purchased, while away, many art treasures and household luxuries for

his beautiful home in Avondale. He remembered his right-hand man, Robert P. Gillham, by bringing him a beautiful diamond and emerald stick-pin.

M. M. Doggett, assistant general manager of the local business of the Fairmont Coal Co., is lying almost at the point of death at his home in Hyde Park, this city, as a result of a kick from a vicious horse. Mr. Doggett is an expert judge of good horses, and with George Rewwer, the auditor of the company, was looking over a lot of horses at one of the Spring Grove Avenue sales stables, when a horse suddenly turned and kicked Mr. Doggett, tearing away a large part of his scalp, and badly lacerating his face. He was taken home in an unconscious state and did not regain consciousness for several days. On Wednesday, however, his physicians gave out the report that he was slowly improving, and that they had hopes of saving his life. Mr. Doggett is one of the best known of the local retail coal men, and his many friends are very solicitous about him. W. C. Rogers is the Cincinnati manager of the Fairmont Coal Co.

## The Detroit Coal Trade.

DETROIT, MICH., Sept. 27.—(*Special Correspondence*.)—The bright spots in the coal market in this city today are two in number: Excellent trade in anthracite and daily increasing demand for spot bituminous. The anthracite situation may be summed up in a few words, the words of a prominent sales agent. He says:

"People are beginning to sit up and notice things. All the dealers realize that a serious car shortage is coming on and that, in another month, it will be on in earnest, and they are stocking up. Detroit, which has been rather slow of late, is waking up and the present week has been our busiest for some time. For the past two weeks dealers out in the state have been ordering pretty freely and, taking the situation as a whole, it looks encouraging. Coal is coming forward from the mines rather slowly of late and things are getting tighter all the time."

### Retailers Have Troubles of Their Own.

Retailers of anthracite are having trouble getting teams and hiring men to handle orders. Teamsters are very scarce. Though they get two dollars a day they find other fields of employment where they can earn their money more easily, open to them, consequently the coal business suffers. The real busy season for retailers has not yet set in, but, as they have all decided to raise the price per ton on October first to \$7.50—an increase of twenty-five cents—the next few days ought to witness busy times at the yards.

The Grand Trunk has put an embargo on other roads, refusing to handle any coal cars of other roads, on the ground that it has insufficient room for its own rolling stock. Regarding the proposed raise in the price of anthracite a well known retailer says:

"We feel that we ought to get a better price. We are paying half a dollar more for our coal than it cost us last summer, the days are shorter and labor is higher and harder to get. I, for one, shall raise prices October first."

### Bituminous Market Is Strong.

In bituminous circles there is a splendid demand for coarse coal at stiff prices and, with the

car shortage getting worse daily, there is no telling where it will all end. Shippers are looking for a repetition of last fall's history, when prices went soaring in October and November. Thousands of cars are being tied up at the lake shipping ports waiting to be unloaded into boats, which are hard to get. Trade, good as it is, would be much better if more cars could be found.

One exception to the rule of high prices is slack. For some reason best known, perhaps, to speculators, the number of cars of fine coal on track in Detroit, has increased greatly and many shippers have been compelled to get rid of it to save demurrage. Hocking slack, and plenty of it, can be had today for forty-five cents.

### The Railroads and the Car Supply.

Great difficulty has been experienced by shippers of smokeless in getting cars at the mines. As usual, the Baltimore & Ohio and Norfolk & Western are the most affected by lack of cars. The Chesapeake & Ohio is doing fairly well. The Hocking Valley railway people claim they are in good shape, but so far results don't confirm the statement. Even the close of navigation will not help matters much. When the lake business stops many cars will be released, but they will make one trip each to the northwest and then become lost to the coal trade until into January.

The railroads themselves have gone into the market for coal and are buying right and left in anticipation of a serious tie-up of cars within thirty days. Heavy shipments are being made to this city from the Ohio fields, but the cars are slow in getting here—probably because of railroad confiscations. Prices of coarse bituminous spot coal have gone up about twenty-five cents within the past month.

J. G. Vaughan, a prominent mine owner of West Virginia, was in Detroit last week.

E. J. Corbett, operator and shipper of this city, has returned from Columbus, where he spent a week. He reports a bad car shortage in that city.

Ayers & Chase report a heavy trade in Camp Creek canal.

dash, this has provoked protest, but the system holds out possibilities of advantage.

The allotment of the mines is to be decreased as it is found they cannot load their prescribed tonnage. As it should follow that the other mines with the ability to load more than their capacity would be entitled to the cars thus taken from those mines, certain advantages are apparent in the test of the survival of the fittest.

In arriving at the basis for the new plan the

commission appointed by the railroad found the tonnage the mines were able to load daily and added thereto ten per cent to allow the mines to increase their capacity. New mines will be allowed twenty per cent above capacity during the first six months of operation, or until the allotment reaches 120 tons, but this percentage will be applied only during the first six months of operation.

While the commission's report promises a ten per cent increase over present capacity this is not borne out by comparative allotments. In some cases the tonnage tables are twice as large under the old allotment as under the new. The commission offers to consider applications for increase, and such increases as allowed will be applied only on the first day of each month.

Operators along the Norfolk & Western railroad continue to complain at the orders putting an embargo on loaded cars held in yards. The new limit is twenty-four hours, which, it is contended, imposes a hardship. Last March the company granted an allowance of four days. Efforts to modify the order will be made by representatives of the operators.

Along the Baltimore & Ohio there are no new regulations, although the company is doing all it can to expedite traffic and lessen the congestion, which, of late, has been notable.

### Complaints Over Car Scarcity.

The complaint over car scarcity continues without interruption and coal men still say their output has to be governed accordingly. The market is reported good in all lines of coal.

The last statement of the Chesapeake & Ohio, for the month of July, shows a handling of almost 700,000 tons, an increase of over 44,000 tons compared with July, 1905, but there was a falling off in coke of about twelve per cent.

The new Coal River railroad, a short line in the Kanawha region, has been purchased by the Chesapeake & Ohio. The purchase agreement calls for an extension aggregating fifty miles in order to develop valuable coal properties.

John Nugent, the state miners' head, and one of the miners' representatives named by Governor Dawson to serve on the composite commission to revise the mining laws, has thrown up the job, stating that he could not accord with the attitude of the operators' representatives, and he talks of presenting a minority report to the legislature. Mr. Nugent seemed to think that the operators would not agree to certain kinds of oil being used in the mines, and he talks vaguely about opposition to protection for the miners. Notwithstanding his fly-up the rest of the commission will go ahead and by the eighteenth of next month formulate their report. Hearing will be given to all interests and will consume several days.

### Several New Enterprises Announced.

New enterprises continue to be formed for development in Raleigh county. The Miners' Mutual Co. has been organized with \$50,000 capital by Raleigh men, but they are to operate in the Clinch valley region of Virginia.

The Gallego Coal & Land, an Ohio corporation, has leased over 20,000 acres on the Clear fork of Coal river, in Raleigh county, and on Cabin creek, in Kanawha county, and will immediately begin development.

The Lilly-Hume Smokeless Co. will open mines near Dugout, Raleigh county. The Bracken Creek Coal Land Co. has purchased 4,500 acres apparently for investment in the same region.

Everett Leftwich, who recently sold his interests in the Buffalo Colliery Co., has joined with others in buying the Rawl Coal & Coke property, in Mingo county, and it is said they are also interested in the purchase of seven thousand acres in the Pocahontas field.

E. H. Henderson, secretary and treasurer of the Norton Coal Co., has returned from an extensive visit to California. Webb J. Willetts, another member of the company, accompanied him.

The Koontz mines, in Wheeling, have finally signed the scale, after a struggle since April, the first to sign in the Panhandle counties of West Virginia.

Organizers from the Ohio field have established headquarters in Wheeling to conduct missionary work in the Panhandle territory.

## Mining News from West Virginia.

WHEELING, W. VA., September 27.—(*Special Correspondence*.)—The Chesapeake & Ohio railroad has inaugurated a systematic plan to handle the car problem, and although it is not now satisfactory to the operators they show a disposition to await the experiment.

The railroad has provided a new car allotment for the operators in the New River and Kanawha districts. In nearly every instance the old allotment has been reduced. At first



## The Missouri River Coal Trade.

KANSAS CITY, Mo., September 27.—(Special Correspondence.)—A picking up in the coal business in the Southwestern district has become apparent in the last week. The indications point to a very busy fall. The coal dealers, both wholesale and retail, have begun to revive from the lethargy, occasioned by the dull summer season and are predicting large profits from the business of the next few months. The prices in the wholesale trade are a little bit higher than they were at this time last year except in slack.

From southwestern Kansas and the Arkansas semi-anthracite districts come reports of a most encouraging business; it is said to be greater even than in any former year at this time. In Texas, also, the coal business is picking up in a wonderfully rapid manner. All dealers who trade in that state comment on this fact. The increase is chiefly due, of course, to the rapidity with which the oil supply is diminishing in the state.

### General Improvement in Business.

With the retail trade also the increase in business has been most manifest. October should be a banner month. Many consumers have been holding off from buying their winter supply of coal in the expectation that the natural gas question will soon be settled and that before the cold days set in gas will have been installed for heating purposes. However, this hope seems to be in vain for the city council seems no nearer a settlement of the question than it was several months ago. In the last few days large quantities of semi-anthracite have been sold at \$5.50 a ton. The Arkansas anthracite for furnace use is selling at about seven dollars a ton and bituminous coal at from \$3.75 to \$4 a ton. These prices average about fifty cents higher than the prices at this time last season.

Already complaints are being made of a shortage of cars in the southwestern Kansas and Arkansas district and dealers are expecting a great deal of trouble when the rush begins next month. The railroads, that is most of them, are giving the same stereotyped excuse: They say that many of the cars are in the repair shops and that that is the reason for the shortage. Not one of the railroads is moving the coal cars as rapidly as it should. In order to rush through the perishable stuff they are sidetracking coal cars to move them at their convenience. It is believed among coal men that railroads do not anticipate the coal business next month will be exceptionally large and that therefore they are not making the proper preparations. North Missouri also reports trouble from a shortage of cars.

Interesting food for gossip among coal men developed here last week when it was announced that Archie K. Craig had accepted a position with the Shoal Creek Coal Co., of Illinois. Mr. Craig resigned as vice-president and general manager of the Sheridan Coal Co. to become the general

manager of the Illinois Co. He had been connected with the Sheridan people for three years and had been in the coal business in this district for fifteen or twenty years.

A change has also been announced in the Bolen-Darnall Coal Co. W. T. Edwards, who has represented that company for some time in Oklahoma, has been promoted to the office of general sales agent with headquarters in Kansas City.

### Labor Disagreements and Adjustments.

Reports of trouble in the different districts, made to the office of the Southwestern Coal Dealers' Association in the last few days, have been of only minor importance. It is understood that most of the districts are unusually peaceful. The reference board of the coal operators and miners of the Southwestern district have finished their session here. The board agreed to disagree on more points than it agreed on. It was admitted by the operators that some of the companies were wrong in refusing to permit the check-weighmen to go upon the tipples, which interpreted means that they were not allowed to make an intelligent and equitable record of weights of coal mined.

It was agreed during the session that mine foremen could not take the places of regular day men except in cases of extreme necessity. The main points of disagreement were on the interpretation of the contract as to penalizing miners and operators respectively for causing mines to be shut down and in the matter of the right of the companies to hire or discharge men. The miners claim that under the contract the companies cannot discharge men already employed except for justifiable reasons; that is, reasons satisfactory to miners. The companies claim that they may discharge any man whom they do not wish in their employ. As to hiring men, the companies claim that after a man has applied for work no other man shall be hired until after the previous man has been given work. It has just developed that men apply, who are not wanted and others who apply subsequently are hired. The miners demand that all who apply shall be hired if needed, giving the companies no right to discriminate as to whom they shall hire.

In the matter of penalizing by miners and operators the companies claim that if a mine is shut down through the fault of the men the penalty of fifty cents per man in the mine shall be collected for each man on the rolls, while the miners claim that it should be collected only for the men at fault. Under the latter interpretation one or two men could cause a mine to be shut down and the penalty could not be exacted for any of the others. At the same time they insist upon the operators paying one dollar each for all men involved if the operators cause a shut down.

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., Sept. 27.—(Special Correspondence.)—Deep interest is manifested in the efforts of the Indiana Railway Commission to compel the coal carrying railroads to furnish operators with plenty of cars to take care of their business. The investigation started at Terre Haute last Friday, when the commission heard the testimony of a dozen or so operators and dealers and representatives of the various railroads centered there, is being continued and, according to an announcement made at the commission's office today, will be continued until conditions are better and the members of the coal trade get a square deal.

The commission has already accomplished some good, as the Big Four has put on two or three engines with train crews to break the blockade at Terre Haute. Many cars have been moved and the situation is slightly improved. The prospects are brighter than they were a few days ago, but they are not anything too bright yet. The operators, as a rule, however, have confidence in the ability of the commission to force the railroad

companies to "come through" with sufficient motive power and cars to move the coal and to work in harmony so that there will not be another bad blockade for sometime at least.

The commission is now trying to induce better relations between the Big Four and the Southern Indiana. It has had Superintendent Van Winkle and other Big Four officials and J. W. Walsh and some of his Southern Indiana associates before them this week, trying to learn wherein the cause of the trouble lies. The commission has submitted a proposition to the roads to handle some of the Southern Indiana coal by the way of the Westport junction instead of trying to get it all to the market by the way of Terre Haute. It is believed that a division of the business between Westport and Terre Haute would help matters greatly. The officials of the two companies are now considering the suggestion.

The commission yesterday had the officials of the Central Indiana before them. This road has a terminal at Brazil and carries considerable coal to Anderson, Noblesville and other points in the

gas belt. The investigation at Terre Haute brought forth statements from the Evansville & Terre Haute and Southern Indiana representatives tending to show that the Big Four has discriminated against Indiana coal in favor of Ohio and West Virginia in order to get profits from a longer haul.

It was testified that the Indiana trade is being greatly injured; that last winter, by reason of the discrimination, over fifty per cent of the coal used in the gas belt came from outside the state and that fifty per cent of the coal consumed in Indianapolis was from Ohio, West Virginia and Pennsylvania. It was also predicted that Indiana coal would suffer a still greater loss this season unless the Big Four and other roads carrying coal to the Indianapolis and gas belt markets furnish adequate transportation facilities for the Indiana operators.

### Blockade Causes Loss of Big Contracts.

The statements filed by the Evansville & Terre Haute and Southern Indiana showed that the Indiana operators along their roads have been operating only two days a week because of the Terre Haute blockade. The extent of the loss to the operators may be estimated from the testimony of E. L. Wolford of Linton, secretary and treasurer of the United Fourth Vein Coal Co., who said that because of the Big Four's embargo at Terre Haute and the shortage of cars his company had been obliged to cancel contracts for twenty thousand tons of coal sold in Indianapolis and the gas belt. His company was subjected to large losses and was unable to solicit new business. The Southern Indiana, he declared, had lost the shipment of 965 cars consigned to Indianapolis and the gas belt between August ninth and September fifteenth, because of inability to get cars out of the Terre Haute yards. His company had been compelled to buy coal in other markets to apply on its contracts. Other operators told similar stories.

The commission has demanded that the roads make every effort to keep the blockade broken. It is hopeful that conditions will grow better from now on. It has limited power, however, and the railroad companies may succeed in doing about as they please for a while longer. It is very likely, however, that the legislature, next winter, will strengthen the law giving the commission all the power it might need to force the roads to do business right.

### Shortage of Supply Stiffens Prices.

The scarcity of cars has caused a shortage in the supply that has been attended by a stiffening of the prices. The trade is now better than it has been for some time. A good winter is anticipated. Nearly all of the operators now have more orders than they can fill. The dealers are getting busy and are red hot after a supply for winter. It is not necessary for the operators to go out after orders. There is very little demand on the retailers for domestic coal, as the consumers have not needed it, but good business is bound to come later.

The prevailing prices at the mines are as follows: Run-of-mine, \$1.15 to \$1.25; four-inch lump, \$1.75; one and a quarter-inch lump, \$1.60; screenings, 75 to 85 cents.

### Chesapeake & Ohio Shipments.

The coal and coke shipments over the Chesapeake & Ohio railroad for the fiscal year ending June thirtieth, with comparisons with the previous year, are given in tons as follows:

	1906.	1905.	Increase.
Coal .....	9,414,898	7,796,461	1,618,437
Coke .....	469,975	313,384	156,591
Totals .....	9,884,873	8,109,845	1,775,028

It is advisable in many cases to design the couplings for mine cars, so that when the car is tilted for dumping at the tipples, it is not necessary to break its connection with the preceding or following car, thus allowing the connection of the train with the motor to be unbroken. In one instance this arrangement is accomplished by using couplings consisting of three links and an eye-bolt, which is held on with jam-nuts, and the shank of which passes through the upturned end of the drawbar. The other end of the drawbar is a hook; the eyebolt acts as a swivel.





## Western General and Personal Notes.

The path of the "political" coal man is not always strewn with roses.

J. D. Barrett of the Philadelphia office of Castner, Curran & Bullitt, was in Chicago on business this week.

H. D. Brown, formerly one of the most well known retail dealers of Sioux City, Iowa, was a Chicago visitor last week.

W. S. Harman, president of the Harman Coal Co., of Chicago, made a special trip to some of the eastern mines this week in the interest of his company.

P. H. Burlingham, manager of the Chicago office of the Chesapeake & Ohio Coal & Coke Co., has returned from a two weeks' vacation spent in the Adirondacks.

C. J. Bucher, superintendent of the West Kentucky Coal Co., of Sturgis, Ky., spent a part of the past week in Chicago purchasing additional equipment for the mines of his company.

S. M. Dalzell, president of the Spring Valley Coal Co., Old Colony Building, Chicago, is in his office again, refreshed and invigorated by a somewhat extended vacation and fishing trip.

H. H. Heiner of Columbus, vice-president of the Sunday Creek Co., has been making an extensive trip through the northwest in the interest of his company and on his way home stopped over at Chicago on Thursday and Friday of this week.

Charles R. Price, president of the Charles R. Price Co., 532 West Forty-third street, Chicago, was in Chicago last week for a few days. He is in bad shape physically, so it is said, and he returned to southern California, where he will spend the winter.

H. T. Parmley, Sioux Falls, S. D., was in Chicago Tuesday and Wednesday of this week buying coal to supply his winter trade. Mr. Parmley is not only a retail dealer of his city, but is also prominent in state politics and at present holds the office of warden of the state penitentiary.

The Chesapeake & Ohio railway has issued notice to shippers that the special summer reduced rate on coal shipments from mines to Lake Erie for forwarding by water will be withdrawn on October fifteenth. Similar orders are expected to follow from the Kanawha & Western, Baltimore & Ohio and other roads.

The Peabody Coal Co. will lay out a mining town midway between Pawnee and Taylorville, Ill. The company operates a mine at Pawnee and is talking of securing one at Taylorville. The company is said to have paid out about a half million dollars in securing coal rights midway between Taylorville and Pawnee with the view of sinking two new mines.

The Standard Washed Coal Co., Plymouth Building, Chicago, is building a washery at Bissell, Ill., in the Springfield district. The washery will have a daily capacity of six hundred tons, and it will draw the coal from the Clear Lake and Spaulding mines of this company. The plant will be in operation about January first, 1907.

Talk about generosity! If it is more blessed to give than to receive, then there surely ought to be a reward in store for those whole-hearted western operators who, during the past week, have been shipping screenings to Chicago, absolutely giving them to consumers, and then for full measure of generous good nature, paying twenty per cent of the freight charges.

The Ingersoll-Rand company has just issued another of its handsome special catalogues. This one is entitled "Rock Drills for Mining, Tunneling, Quarrying and General Rock Excavation"

and makes a very clear and complete showing of the special features which characterize the product of the Ingersoll-Rand company. Copies may be obtained from any of the company's offices.

Creditors of Michael Kubiak, bankrupt, are hoping for a dividend on October third, when there will be a hearing before Referee in Bankruptcy Frank L. Wean, 637 Monadnock Building, Chicago. On September first John C. Karmann, trustee, filed his report showing \$2,414.50 on hand. Don't invest in any automobiles until you find out how large a percentage you will get on your claim.

E. S. Van Sant, vice-president and secretary of the Globe Coal Co., Chicago, has returned from a business trip to Columbus and other points in the Hoeking valley. As a result of personal observation and inquiry Mr. Van Sant is able to confirm to the fullest extent all that has been said regarding the intensity of the car famine in that field and the slight probability of any improvement for many weeks to come.

A speaker in the Rock River Conference of the Methodist church having made some rather pointedly derogatory remarks about the morality of mining towns in this state, Elder James Rowe, of the Joliet district, aroused much enthusiasm by taking up the cudgels in their defense, saying, among other things, that Spring Valley, Ill., is "only one-half mile from heaven." As the operations of the Spring Valley Coal Co. are just about that distance from the town named the inference is obvious.

W. J. Freeman and E. L. Wolford, of Linton, Ind., the former general superintendent of the Green Valley Coal Co., and the latter secretary and treasurer of the United Fourth Vein Coal Co., were callers at the office of THE BLACK DIAMOND on Thursday. Apart from the difficulty with the Big Four railroad, which they regard as seriously detrimental to the interests of Indiana operators, they seem inclined to be quite optimistic and expect a prosperous fall trade for the mines of the Indiana field.

The retail coal dealers of Chicago, but especially those who have yards on the north side, are very much wrought up over the abrogation of the reciprocal switching agreement between the eastern railroads and the Chicago & Northwestern and Chicago, Milwaukee & St. Paul, which has been replaced by a new tariff to take effect October first. The matter has been taken up by the Chicago Coal Dealers' Association, which has appointed committees to confer with the railway officials and if possible secure modifications.

The Chicago & Eastern Illinois Railroad Co. has issued a general order which reads: "To all agents: Please call on the coal dealers and consumers and advise them that the shortage of coal in the northwest will, without doubt, result in greatly increasing the demand, and solicit them to order their supply at once and to also solicit their customers to fill their bins. We are not only threatened with shortage of coal, but with the demand made upon us for equipment, to go further away, so that we may also have a shortage of cars."

The Zeigler Coal Co.'s Mine at Zeigler, Ill., is shut down temporarily owing to fire which started on September twenty-fourth. Large heaps of slack within the mine seem to have become ignited, presumably from spontaneous combustion. Morton Otis, general sales agent of the company, left immediately for Zeigler, and the extent of the damage will not be known until he returns. Before he started he stated the reports he had received from the general superintendent indicated that the shut-down would be of short duration.

The Lincoln-Springfield Coal Co., whose Chicago offices are located in the Old Colony building, has heretofore confined its business almost exclusively to the marketing of the output from its own mines. This company is now, however, making a new departure, having this week purchased the coal yard of the Parradee Storage & Teaming Co., on the Illinois Central railway at South Chicago, possession to be given October first. Commencing with that date the Lincoln-Springfield Coal Co. therefore will be prepared to supply consumers at retail in that section with all the leading descriptions of anthracite and bituminous coals.

C. C. Hawkins & Son, retail dealers on the south side in Chicago, make a specialty of advertising their business by attractive and striking dressing of the windows at their office, 205 East Thirty-fifth street. The central feature just at present is a pile of fine-looking lump coal surmounted by a placard on which is a picture of a hill, upon the top of which three donkeys are standing. The accompanying inscription is "Anyone guessing the name of this coal correctly from this sign can have 2,000 pounds delivered for \$4." As the words "for \$4" are in very small letters the joke is very often on people who call for a free ton.

The introduction of electricity in western coal-mining operations has become so extensive that the Akron Electrical Manufacturing Co., of Akron, Ohio, has made arrangements with Ira E. Stevens, the "machinery man" in the Old Colony Building, Chicago, to manage its sales in this section. The Akron company has for some time made a specialty of generators and motors especially adapted for use in and around mines, and the fact that Mr. Stevens has been selected to push the business in his territory is complimentary to both Mr. Stevens and the Akron company. The former is a well-known advocate of high grade up-to-date equipment, and the combination will no doubt prove a merited success.

Wellington O'Connor, president of the United Mine Workers in Indiana, is working hard to organize a campaign among the miners and other labor unions of the state, the purpose of which is to bring pressure to bear upon the legislature for the enactment of stringent laws requiring that all miners intending to work in the mines of Indiana shall first pass a rigid examination as to their fitness and receive a certificate of proficiency. The ostensible purpose of the movement is to secure greater safety as regards accidents, but if such a law is enacted, great care should be taken to frame it in such a way that it will not become an additional weapon in the hands of the miners for use in coercing their employers. The experience of the Pennsylvania operators with the anthracite miners' certificate law is sufficient warning in this respect.

Harry Van Auken, while spending a well-earned rest in the Cook county jail, naively remarked to the reporter for a Chicago newspaper: "If you wish to know who I am ask any coal man on Dearborn street; they all know me." Right you are, Harry, and their acquaintance cost them from five to fifty dollars each. Van Auken put a sliding scale in operation when he desired to raise a loan. A retailer would get off at five dollars, a jobber from fifteen to twenty-five dollars, while an operator would be taxed about fifty dollars. The greatest mistake this genius made was in picking out the coal trade for his operations. He should have made the steel or oil business his specialty. With a few Carnegies and Rockefellers to work on there is no telling how successful he might have become, as he was undoubtedly an artist in his line.





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President, J. C. Kolsem, Terre Haute, Ind.; Vice-President, Hugh Shirkie, Terre Haute, Ind.; Secretary and Treasurer, Philip Penna, Terre Haute, Ind.; Executive Committee, E. Shirkie, T. C. Keller, F. J. Urbain, Otto Heyden, John McFadyen, J. Smith Talley, Hugh Shirkie, J. K. Seifert, Job Freeman, John Hewitt, David Ingle and Martin Cahill.

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**A Many-Sided Question.**

By expressing the hope that there may be a renewal of the joint interstate agreement between the operators and miners in the central competitive state in the bituminous coal fields, the national president of the United Mine Workers of America has started anew the discussions which preceded and followed the rupture of the old joint agreement last spring.

Advices from Pittsburg, where utterance of the hope was given, indicate great reticence on the part of operators when asked to give their views as to the wisdom or feasibility of renewing the agreement. This is but natural, for the question is too many-sided to admit of a snap judgment. For one thing, there is opportunity for great divergence of opinion, as to the bearing and effect which such an agreement has upon the interests of the trade as a whole. There are three methods of dealing with organized labor: first the old fashioned go-as-you-please method of each operation or company fighting it out with its own employees; next negotiation and agreement by districts, large or small; and finally, discussion of differences and arrival at a settlement under an arrangement whereby the operators on the one hand, and the miners on the other hand, of all the important bituminous fields merged their interests and their grievances for the common good. All three of these methods have been tried in succession, and as a result of the rupture of the joint interstate agreement last spring, the second method is now on trial again. In the record of experiences and results under these different methods there is abundant material for much careful, deliberate thought and dispassionate discussion. Both of these—the thought and the discussion—should precede the framing of a final judgment as to which method is best for the interest of the coal trade at large and for the general business interests of the country.

But when all that is said and done, but one side has been considered.

Each prospective party to any agreement has to consider, not only the broader question, How will this affect the trade? but also the nearer question, How will this affect my business or that of my company? This latter question, also, divides into two, namely as to effect upon immediate profits and effect in the long run.

We have said enough to indicate that the problem is both complex and intricate. Fortunately the question is not yet before the house for determination. The present district and state agreements have a year and a half to run. There is ample time for deliberation. But, the question, while not before the house, is on the calendar. It will be reached in due time, and then will have to be determined. It is well therefore that even thus early the subject has been brought up, and operators reminded of it, in order that with ample deliberateness the answer may be wisely determined when the question at last presses for decision.

**An Unwarranted Stifling of Industry.**

Investigation made by the Indiana State Railway Commission has brought out some very significant facts regarding the disheartening condition of affairs forced upon many of the operators of that state by the Big Four railroad. The most natural market for Indiana coal is Indianapolis and the gas belt in the northern part of the state. A large percentage of the tonnage of this trade originates on the lines of the Southern Indiana and Evansville & Terre Haute railroads which haul it to Terre Haute whence it is forwarded to destination over the Big Four.

It appears from the evidence that the operators have no complaint as regards service rendered by the two originating roads, but that the Big Four makes scarcely more than a pretence of trying to handle the business properly, and judging from their words, so far as indicated by any actions, it looks as if the railway officials are absolutely indifferent to the needs of these shippers. The statement made by the general superintendent held out no hope whatever to the Indiana operators on these north and south connecting lines of their being able to get into their natural markets for an indefinite period, at least not this winter. In explanation of existing conditions the same official said: "I will admit that we are short of motive power to meet the requirements of the coal shipments offered, but if we transfer engines from other divisions it will mean congestion on these divisions. We are to receive twenty new engines in October, but I can not see that the effect so far as coal shipments are concerned will be anything more than temporary. There is business to load down every one of them."

This statement sounded plausible, but was made to look very much like a bluff by the general superintendent of the Evansville & Terre Haute, who stated that three coal trains a day to Indianapolis would absolutely relieve the congestion, and offered to lease engines to the Big Four for this purpose, an offer which the representative of the Big Four flatly rejected with the statement that while his road would gladly accept the engines for general service it would not stand for any restriction to the coal service. In other words, it would accept the outside help, but would not promise to put it to the use for which it was offered.

The position in which the Big Four has placed itself is not a creditable one. The situation is well characterized by J. C. KOLSEM, president of the Jackson Hill Coal Co., and also of the Indiana Operators' Association, who says: "I think the testimony of the different railroad men and especially that given by officers of the Big Four conclusively indicates the existence of one of two things—poor management, or, a determination not to move Indiana coal in quantity into our natural markets which are being invaded freely by eastern coals."

Either of the alternatives suggested by Mr. Kolsem would be a disgrace to the responsible officials, but it is difficult to see how they can escape from the dilemma. If the trouble is due to poor management, some lopping off of official heads is sorely needed. If, on the other hand, industry is being deliberately stifled for the sake of the longer haul from more remote fields, the offense ought to be made criminal if it is not so already.

Unless there are extenuating circumstances which have not yet been brought out, the case against the railroad would seem to be a clear one calling for the most drastic action which the statutes will permit the state commission to take. Unfortunately the opposition of the railroads at the time the commission was created two years ago, was so effective that its powers are very limited, so that it is feared that the commission will be unable to enforce the necessary remedial measures. However, the commissioners seem inclined to do everything in their power. Unfortunately also it is not probable that the power of the federal courts can be invoked as the bulk of the business involved is not interstate in character. If the present state law proves ineffective it would be difficult for the Indiana operators' association to find a more timely and important work than the prosecution of a vigorous campaign to secure from the legislature this winter such amendments to the law as will enable the railway commission to protect the great industries of the state from such pettiness and injustice.



Sampling of Coal and Classification of Analytical Data.

By A. Bement, Consulting Engineer Peabody Coal Co.

If a history of the sample of coal were given with the results of the analysis, it would be of great service, and if this becomes standard practice, one would be able to arrive at a more definite conclusion as to what an analysis represented. It is very often the case that the chemist analyzes a sample stated to be representative of a certain mine, seam, locality or kind of coal, and yet knows nothing regarding its selection; the result is, that he may present a report that is erroneous, because the sample may have been a picked one, better than is possible with the average product. Or, on the other hand, it may be an inferior one, with the result that in each case the chemist's work does not appear to the best advantage. A comparison of various published analyses of what is presumably the same coal will show a most confusing series of results that can not be explained by any assumption that the analytical methods differ. Many of the compositions given, particularly in engineering textbooks, are from analyses of coal used in boiler trials, and as it is quite often the case that selected fuel is used, it results in a value unduly high being assigned to the coal by those who do not know the source of the sample.

Often samples are taken from a seam in mines and presented as representing the coal shipped to the consumer, when the more exact method would be to sample the product loaded for shipment. Or, again, a seam may be sampled without it being stated whether the object was to determine its entire composition, or that portion supposed to be taken for shipment. It is the author's opinion that the sampling is as important as the analysis, and that the person receiving results of analysis should insist on a statement giving the history and description of the sample, and that the chemist would advance his interests by insisting on a full statement when practicable. At all events, if those who receive reports of analyses would use discretion in accepting results in the absence of such history and description of the sample, it would tend to the avoidance of confusion and compel better practice.

Importance of Better Sampling Methods.

Not only the interests of the consumer and purchaser demands better sampling methods, but the matter is of even greater importance to the dealer or producer. Assuming the heating power of semi-bituminous coal at 14,000 B. T. U. as a maximum value for coal, and screenings or "slack" at 9,000 B. T. U. as a minimum value, and that an unscrupulous dealer should substitute the latter for the former fuel, the purchaser would be the loser by 36 per cent. This would represent the maximum opportunity for the dealer to defraud the purchaser, because the coal producer would not cause the miners to add dirt to the fuel for the purpose of increasing the quantity, for the reason that he would have to pay more for mining rock and clay than for coal. Thus the

producer, dealing with large quantities, can not afford to purposely adulterate his goods. The unscrupulous purchaser, on the other hand, in the preparation of a sample—a very small quantity—is not limited by reason of cost in the quantity of foreign matter taken, even to the total exclusion of combustible, but assuming a composition of ninety per cent foreign matter, the seller may be the loser by eighty-nine per cent. Thus by carrying these considerations to their maximum ranges, there appears the possibility of greater variation in the quality of the sample than in the fuel supply.

The sampling is fully as important, should be conducted under as reliable auspices, and safeguarded as much as the analysis.

Determination of Volatile Matter.

The author considers it most desirable and necessary that a more reliable method of volatilization be adopted. The chemist finds volatile matter in coke which has been some days at a considerable temperature in an oven. From this it may be concluded that an important interval of time and a high temperature are essential to the operation, but with present practice, if heating is continued beyond a certain unknown interval, the combustion of fixed carbon becomes greater in amount than that of the unexpelled volatile matter. For this reason it appears necessary to effect volatilization in an inert atmosphere that distillation may be more effective and without combustion of fixed carbon. The most that has been expected from the best established method is that it gives "concordant" results. It is the author's conviction, however, that such results are neither concordant nor correct, and he is now disposed to advocate the use of hydrogen as an inert atmosphere rather than nitrogen, because of its greater simplicity of production and purification.

Forms of Analysis and Relative Composition.

The engineer requires the relative composition of the moist and dry coal, and what is often erroneously called the combustible, to be stated, while it is more often the practice of the chemist to present only the constituents and values of the moist coal. For reasons given later, it will appear that the engineer's requirements are justified, therefore such demands are recognized and considered in the following treatment.

From the standpoint of the proximate analysis, it is useful to consider coal in four divisions, and the relation is illustrated by the following three equations:

- 1. Fixed carbon } + { Water of composition } = Pure coal.  
Hydrocarbons } position  
Sulphur } Nitrogen
- 2. Pure coal + ash = Dry coal.
- 3. Dry coal + moisture = Moist coal.

The combination designated "water of composition" is proposed by Parr. Following this scheme the author has adopted the arrangement presented

in tables I and II, wherein the moist, dry, pure coal and combustible compositions are given. As shown, three divisions or analyses are presented, namely, usual proximate, what the author designates as an extended proximate, and an ultimate analysis of the pure coal, the elements being also presented in the other columns at their respective values. The author is indebted to C. H. McClure for the classification in the three latter divisions. It is not the author's intention to propose methods for analysis, but to offer a system of classification which will display relative values of different coal compositions, as shown in Tables I and II, and while these tables are sufficient in themselves to illustrate the proposition, it is well to present the source of the data used in compiling them, which represents two coal seams in Illinois.

The analytical work consisted of the usual proximate analysis, and the determination of total carbon according to Parr. Sulphur and nitrogen were separately obtained. Available hydrogen is

calculated by  $\frac{\text{Total Carbon}-\text{Fixed Carbon}}{5}$ , the value for fixed carbon being obtained by the usual proximate analysis. This hydrogen ratio was proposed for Illinois coals by Parr, and is considered to be a constant, and its determination required analyses wherein carbon and hydrogen were obtained by combustion, but it may also be determined by II— It is not the author's object

to propose the acceptance of Parr's method of determining available hydrogen, but to insist upon recognition and presentation of the inert matter in the pure coal, for which there is as much reason as with that other inert matter, namely, the ash. In fact, as the determination of available hydrogen is dependent on his ratio, which is of itself dependent on an ultimate analysis, and as it is considered as a constant, it might be best to establish such factors directly by ultimate analysis.

Sources of Data for Tables.

Thus the sources of the data for the compositions in the three divisions of Tables I and II are as follows:

- Total carbon, method of Parr.
- Fixed carbon, by usual proximate analysis.
- Available hydrogen, calculated, according to hydrogen ratio.
- Water of composition, by difference.
- Sulphur and nitrogen, by separate determinations.
- Ash and moisture, by proximate analysis.
- Heating power, by calorimeter.
- The presentation of values in the four columns shows how and wherein the two seams differ, and illustrates their true relation. For example, the fixed carbon in the moist coal of Table I appears

TABLE I.

	Moist Coal.	Dry Coal.	Pure Coal.	Combustible.
1. Usual proximate analysis.				
Moisture	6.29	.....	.....	.....
Ash	8.74	9.33	.....	.....
Volatile matter	34.91	37.25	41.08	.....
Fixed carbon	50.06	58.92	58.92	.....
2. Extended proximate analysis.				
Moisture	6.29	.....	.....	.....
Ash	8.74	9.33	.....	.....
Carbon, total	68.06	72.63	80.11	93.90
Carbon, fixed	50.06	53.42	58.92	69.06
Volatile combustible	22.41	23.92	20.33	30.94
Water of composition	11.09	11.82	13.04	.....
Hydrogen (available)	3.60	3.84	4.24	4.97
Sulphur, volatile	0.82	0.87	0.96	1.13
Sulphur, fixed	0.76	0.82	.....	.....
Sulphur, total	1.58	1.69	0.96	1.13
Nitrogen	1.41	1.51	1.66	.....
Total non-combustible	27.53	22.66	14.70	.....
Total combustible	72.47	77.34	85.30	100.00
B. T. U. per pound	12,416	13,250	14,613	17,131
3. Ultimate analysis.				
Carbon	68.06	72.63	80.11	93.90
Hydrogen	4.99	5.32	5.87	4.97
Oxygen	9.70	10.34	12.41	.....
Nitrogen	1.41	1.51	1.66	.....
Sulphur	1.58	1.69	0.96	1.13

TABLE II.

	Moist Coal.	Dry Coal.	Pure Coal.	Combustible.
1. Usual proximate analysis.				
Moisture	9.91	.....	.....	.....
Ash	11.51	12.78	.....	.....
Volatile matter	30.16	33.47	38.38	.....
Fixed carbon	48.42	53.75	61.62	.....
2. Extended proximate analysis.				
Moisture	9.91	.....	.....	.....
Ash	11.51	12.78	.....	.....
Carbon, total	63.55	70.54	80.87	94.73
Carbon, fixed	48.42	53.75	61.62	72.20
Volatile combustible	18.65	20.70	23.73	27.80
Water of composition	10.28	11.40	13.08	.....
Hydrogen (available)	3.03	3.36	3.85	4.51
Sulphur, volatile	0.50	0.57	0.65	0.76
Sulphur, fixed	0.70	0.78	.....	.....
Sulphur, total	1.20	1.35	0.65	0.76
Nitrogen	1.23	1.37	1.57	.....
Total non-combustible	32.93	25.55	14.66	.....
Total combustible	67.07	74.45	85.35	100.00
B. T. U. per pound	11,348	12,506	14,442	16,921
3. Ultimate analysis:				
Carbon	63.55	70.54	80.87	94.73
Hydrogen	4.31	4.78	5.48	4.51
Oxygen	9.00	9.97	11.43	.....
Nitrogen	1.23	1.37	1.57	.....
Sulphur	1.20	1.35	0.65	0.76

TABLE III.

Relative Constituents of Coals Nos. 1 and 2.		Coal No. 1.		Coal No. 2.	
Combustible:					
Carbon, total		93.90	94.73		
Carbon, fixed		69.06	72.20		
Volatile combustible		30.94	27.80		
Hydrogen (available)		4.97	4.51		
Sulphur, volatile		1.13	0.76		
B. T. U.		17,131	16,921		
Pure coal:					
Water of composition		13.04	13.08		
Nitrogen		1.66	1.57		
Total non-combustible		14.70	14.65		
B. T. U.		14,613	14,442		
Dry coal:					
Ash		9.33	12.78		
Fixed sulphur		0.82	0.79		
B. T. U.		13,250	12,596		
Moist coal:					
Moisture		6.29	9.91		
B. T. U.		12,416	11,348		



higher than in that of Table II, but an inspection of the pure coal columns which give the true relative values, shows that it is just the reverse, because the ash and moisture of the moist coal differ in amount; thus a proper comparison between the two coals can not be made unless the values are presented on a common basis. Likewise, the values for available hydrogen show why the heating power of the combustible of No. I is higher than with No. II, and an explanation of the difference in heating power of the moist and dry coal is principally afforded by the ash and moisture of these compositions. Following the consideration of relative composition further, Table III is presented, wherein the essential features of the two coals are shown in parallel columns, from which the relation can be directly noted.

#### Pure Coal Compositions as Constants.

Inasmuch as Parr proposes a constant, that of the hydrogen ratio, the possibility of the more extended use of constants is presented, and the author urges the feasibility of considering the pure coal compositions as constants for a coal seam, or particular locality of such seam. This possibility has been suggested, principally by the fact that the heating power of the pure coal from a general locality does not vary over greater limits than that of the calorimetric method, and he has been able to employ it as a constant in calculating the heating power of dry and moist coal, having determined only moisture and ash, and obtained results that check with calorimetric determinations made on the same samples. The author, however, does not claim originality in this observation, but does insist that the use of such constants is of advantage.

It is a fact that coal from a general locality has been analyzed over and over again, with always a more or less different result when presented in only the moist coal composition, so that after all of the multiplicity of work, a final conclusion or full understanding is still unattained. It appears to the author, that instead of so much superficial work, it would be better that a limited amount of more thorough investigation be made, with the object of determining values of the combustible, and particularly the pure coal. There would then be more opportunity to consider the two great variables, namely, ash and moisture, and a number of such values could be collected, thus establishing standards. This would also be of great assistance in coal inspection service, because locality and coal seam being known, it would be essential to determine only ash and moisture, and specifications governing these constituents only need be drawn.

This view concedes that coal from a certain locality or seam does not vary in quality, but that the variation is due to the presence of ash and moisture, which are impurities associated with coal.

As illustrating the matter of treating the constituents and values of the pure coal as constants, the composition in Tables I and II are made up from values taken from different sources. Ash, moisture and heating power are the average of a number of samples taken from the full height of the two seams, and the determinations were made under the author's direction. Nitrogen was determined on the author's samples by another chemist. All other values are from work done by S. W. Parr on different samples from the same seams.

#### The Term Pure Coal.

The word combustible, used more particularly by engineers to designate fuel free from ash and moisture, is croneous and confusing, therefore the author has adopted the term pure coal; the expression "coal free from ash and moisture" is more definite and self-explanatory, but it is composed of many words and is cumbersome. Objection has been made because it contains sulphur, which was regarded an impurity, but all coals contain it, and as the volatile portion must be considered as in chemical combination, it is necessarily always a constituent, and can not be separated without destroying the combination. Thus the term pure coal is justifiable, and the ultimate conception of coal is this pure coal, having associated with it, but not in combination, the two impurities, moisture and ash, the fixed sulphur being considered one of the constituents of the ash.

### Century Coal Co. Opens Offices in Chicago.

Another member of the Chicago coal colony is the Century Coal Co., which has opened offices on the third floor of the Fisher Building. The mines of this concern are located at Tower Hill, Shelby county, Illinois, on the Big Four and B. & O. S. W. railroads. The capacity of their operation is two thousand tons, and they have a modern plant in every particular. The officers of the company are John W. Yantis, president; W. E. Walker, vice-president; T. F. Dove, secretary, and George F. Miner, general manager. All the officers are well known citizens of Shelbyville. The president, John W. Yantis, is running for Congress on the Democratic ticket.



Nicholas G. Mueller.

from the nineteenth district, and his pleasing personality and wide acquaintance makes his election almost a certainty.

Nicholas G. Mueller, well known to the Chicago coal trade, has been appointed general sales agent. While he cannot boast more than twenty-six summers, he is by no means a novice in the coal business. He was formerly connected with the Crescent Coal & Mining Co. and P. M. Mueller & Co. With his wide acquaintance with the Chicago trade he should prove a valuable man to the Century Coal Co. His many friends in Chicago and the west wish him every success with his new connection.

### Public Hearing on Mining Laws.

To the Mine Operators and Mine Employees, West Virginia.

In pursuance with the direction of the governor of the state, Hon. Wm. M. O. Dawson, his mining commission has met and gone over the present laws of the state and reviewed the conditions as they have been presented as existing throughout the mining sections of the state, and has formulated a number of amendments to the law.

In order that the work of the commission may be presented for discussion to the interests affected the commission has taken an adjournment to reconvene in the senate chamber in the city of Charleston, on October sixteenth, 1906, at 10 a. m., and an invitation is hereby extended to the operators and mine employees of the state to meet the commission on October eighteenth at 10 o'clock a. m.

Respectfully,

J. W. PAUL,  
Chairman.

J. S. CUNNINGHAM, Secretary.  
Charleston, W. Va., September 22, 1906.

### Southern Railway Buys the Virginia & Southwestern.

The purchase of the Virginia & Southwestern railroad by the Southern railway and the construction of the Seaboard Air Line into the Virginia coal fields, gives promise for development in a region heretofore isolated from the markets for lack of railroad facilities. It has long been known that the coal deposits of southwestern Virginia were extensive, easily mined and splendid for coking, yet by reason of unfortunate circumstances occasioned by railroads having already reached all of the coal lands needed, the territory has remained comparatively untouched until the last few years. Perhaps it would have remained thus for a great while longer had not the Seaboard Air Line, barren of coal fields and financially free to build where it pleased, begun the construction of a line from Rutherfordton, N. C., to the Virginia coal fields.

When completed the Seaboard's line to the coal fields will be most direct from the Carolinas, which is a great market for coal of this section, to the coal deposits. Hence the necessity of the Southern to protect itself against this shorter haul. The time came when it was necessary for the Southern to venture beyond Bristol and into a territory which it had left alone to the Norfolk & Western to develop as it might without competing in the Southern's coal markets. The Virginia & Southwestern railroad held the key to the situation. It was an independent and local road branching out as no other road does into the coal fields of southwestern Virginia. It was the Southern's best chance and hence its purchase.

In order to make the present line shorter from the Virginia coal fields to North and South Carolina and thus be ready to meet the competition of the Seaboard Air Line when its direct line is completed, the Southern has indirectly brought about the construction of the Holston River railroad from Moccasin Gap, to a point in Virginia on the Virginia & Southwestern railroad, to a connection with the Southern's Rogersville branch at Persia. Moreover the Southern is planning either to build a line from Bull's Gap on the Bristol line to Bridgeport on the Asheville line or else to double track the present lines and make a shorter cut-off a few miles east of Morristown.

Thus, it is coming to pass that a corner of the earth abundantly rich, is coming to its own and two railroad systems are spending millions of dollars to accomplish it. Recent developments indicate that the Louisville & Nashville railroad which reaches an arm into the territory, is willing to spend a large sum of money to more fully spread itself out in the field, though, at present the circuitous route of the Louisville & Nashville prevents it from getting into the territory where Virginia coal must be sold, in competition with the Southern and eventually with the Seaboard Air Line.

A logical conclusion is that the Louisville & Nashville railroad will never be as important a factor in the development of coal in Virginia and perhaps in Tennessee and Kentucky as the Southern railway until it cuts through the mountain and reaches its sister road the Atlantic Coast Line at the most convenient point in North Carolina.

The day is not far distant when it will be more profitable for this territory to put coal at tidewater for ocean going steamers than at present. The Seaboard Air line expects to develop a big ocean business with its new line and the Southern expects to do the same but not by existing lines. The roadway is nearing completion from Knoxville to Bushnell, N. C., will be a part of a line which running through Rabun Gap, will form a connection to Charleston over the lowest railroad grade across the Allegheny range of mountains. This is to be the future great coal bearing line of the Southern.

In a mine where the roof is bad it is criminal negligence on the part of a superintendent to allow short-grained timber, such as oak or beech, to be taken underground for prop use. Such timber besides being heavy, is not elastic and will snap without warning, allowing the roof to catch the miners before they can get away.



# The Interstate Commerce Law as Amended by the Hepburn Rate Law.

Original law in light face; Hepburn law in bold face type.

(Sections 1-16 were published Sept. 15 and 22.)

The copies of schedules and tariffs of rates, fares, and charges, and of all contracts, agreements, or arrangements between common carriers filed with the Commission as herein provided, and the statistics, tables, and figures contained in the annual reports of carriers made to the Commission, as required by the provisions of this Act, shall be preserved as public records in the custody of the secretary of the Commission, and shall be received as prima facie evidence of what they purport to be for the purpose of investigations by the Commission and in all judicial proceedings; and copies of or extracts from any of said schedules, tariffs, contracts, agreements, arrangements, or reports made public records as aforesaid, certified by the secretary under its seal, shall be received in evidence with like effect as the originals.

Section 16a. That after a decision, order, or requirement has been made by the Commission in any proceeding any party thereto may at any time make application for rehearing of the same or any matter determined therein, and it shall be lawful for the Commission in its discretion to grant such a rehearing if sufficient reason therefor be made to appear. Applications for rehearing shall be governed by such general rules as the Commission may establish. No such application shall excuse any carrier from complying with or obeying any decision, order, or requirement of the Commission, or operate in any manner to stay or postpone the enforcement thereof, without the special order of the Commission. In case a rehearing is granted the proceedings thereupon shall conform as nearly as may be to the proceedings in an original hearing, except as the Commission may otherwise direct; and if, in its judgment, after such rehearing and the consideration of all facts, including those arising since the former hearing, it shall appear that the original decision, order, or requirement is in any respect unjust or unwarranted, the Commission may reverse, change, or modify the same accordingly. Any decision, order, or requirement made after such rehearing, reversing, changing, or modifying the original determination shall be subject to the same provisions as an original order.

Section 17. That the Commission may conduct its proceedings in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the Commission shall constitute a quorum for the transaction of business, but no Commissioner shall participate in any hearing or proceeding in which he has any pecuniary interest. Said Commission may, from time to time, make or amend such general rules or orders as may be requisite for the order and regulation of proceedings before it, including forms of notices and the service thereof, which shall conform, as nearly as may be, to those in use in the courts of the United States. Any party may appear before said Commission and be heard, in person or by attorney. Every vote and official act of the Commission shall be entered of record, and its proceedings shall be public upon the request of either party interested. Said Commission shall have an official seal, which shall be judicially noticed. Either of the members of the Commission may administer oaths and affirmations and sign subpoenas.

Section 18. That each Commissioner shall receive an annual salary of seven thousand five hundred dollars, payable in the same manner as the judges of the courts of the United States. The Commission shall appoint a secretary, who shall receive an annual salary of three thousand five hun-

dred dollars, payable in like manner. The Commission shall have authority to employ and fix the compensation of such other employees as it may find necessary to the proper performance of its duties. Until otherwise provided by law, the Commission may hire suitable offices for its use and shall have authority to procure all necessary office supplies. Witnesses summoned before the Commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States.

All of the expenses of the Commission, including all necessary expenses for transportation incurred by the Commissioners, or by their employees under their orders, in making any investigations, or upon official business in any other places than in the city of Washington, shall be allowed and paid on the presentation of itemized vouchers therefor approved by the chairman of the Commission.

Section 19. That the principal office of the Commission shall be in the city of Washington, where its general session shall be held; but whenever the convenience of the public or the parties may be promoted or delay or expense prevented thereby, the Commission may hold special sessions in any part of the United States. It may, by one or more of the Commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this act.

Section 20. That the Commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this Act, and from the owners of all railroads engaged in interstate commerce as defined in this act, to prescribe the manner in which such reports shall be made, and to require from such carriers specific answers to all questions upon which the Commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises, and equipments; the number of employees and the salaries paid each class; the accidents to passengers, employees, and other persons, and the causes thereof; the amounts expended for improvements each year, how expended, and the character of such improvements; the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance sheet. Such reports shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements, or contracts affecting the same as the Commission may require; and the Commission may, in its discretion, for the purpose of enabling it the better to carry out the purposes of this Act, prescribe a period of time within which all common carriers subject to the provisions of this Act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

Said detailed reports shall contain all the required statistics for the period of twelve months ending on the thirtieth day of June in each year, and shall be made out under oath and filed with the Commission, at its office in Washington, on or before the thirtieth day of September then next following, unless additional time be granted in any

case by the Commission; and if any carrier, person, or corporation, subject to the provisions of this Act shall fail to make and file said annual reports within the time above specified or within the time extended by the Commission for making and filing the same, or shall fail to make specific answer to any question authorized by the provisions of this section within thirty days from the time it is lawfully required so to do, such parties shall forfeit to the United States the sum of one hundred dollars for each and every day it shall continue to be in default with respect thereto. The Commission shall also have authority to require said carriers to file monthly reports of earnings and expenses or special reports within a specified period, and if any such carrier shall fail to file such reports within the time fixed by the Commission it shall be subject to the forfeitures last above provided.

Said forfeitures shall be recovered in the manner provided for the recovery of forfeitures under the provisions of this Act.

The oath required by this section may be taken before any person authorized to administer an oath by the laws of the state in which the same is taken.

The Commission may, in its discretion, prescribe the forms of any and all accounts, records and memoranda to be kept by carriers subject to the provisions of this Act, including the accounts, records, and memoranda of the movement of traffic as well as the receipts and expenditures of moneys. The Commission shall

at all times have access to all accounts, records, and memoranda kept by carriers subject to this Act, and it shall be unlawful for such carriers to keep any other accounts, records, or memoranda than those prescribed or approved by the Commission, and it may employ special agents or examiners, who shall have authority under the order of the Commission to inspect and examine any and all accounts, records and memoranda kept by such carriers. This provision shall apply to receivers of carriers and operating trustees.

In case of failure or refusal on the part of any such carrier, receiver, or trustee to keep such accounts, records, and memoranda on the books and in the manner prescribed by the Commission, or to submit such accounts, records, and memoranda as are kept to the inspection of the Commission or any of its authorized agents or examiners, such carrier, receiver, or trustee shall forfeit to the United States the sum of five hundred dollars for each such offense and for each and every day of the continuance of such offense, such forfeitures to be recoverable in the same manner as other forfeitures provided for in this Act.

Any person who shall wilfully make any false entry in the accounts of any book of accounts or in any record or memoranda kept by a carrier, or who shall wilfully destroy, mutilate, alter or by any other means or device falsify the record of any such account, record, or memoranda, or who shall wilfully neglect or fail to make full, true, and correct entries in such accounts, records, or memoranda of all facts and transactions

appertaining to the carrier's business, or shall keep any other accounts, records, or memoranda than those prescribed or approved by the Commission, shall be deemed guilty of a misdemeanor and shall be subject, upon conviction in any court of the United States of competent jurisdiction, to a fine of not less than one thousand dollars nor more than five

Copies of tariffs, etc., filed with Commission are prima facie evidence of fact.

Rehearings by Commission.

Office and places of meeting.

Annual reports may be required of common carriers.

Required contents of annual reports.

Quorum and form of procedure.

Monthly and special reports may be required.

Power of Commission to prescribe forms of accounts and records.

Commission shall have access to all records of common carriers.

Penalty for failure to keep or submit accounts.

Penalty for falsifying, mutilating or destroying accounts or records.

Fiscal year and time for filing reports.

Salary of Commissioner. (But increased by section 24.)



thousand dollars, or imprisonment for a term not less than one year nor more than three years, or both such fine and imprisonment.

Any examiner who divulges any fact or information which may come to his knowledge during the course of such examination, except in so far as he may be directed by the Commission or by a court or judge thereof, shall be subject, upon conviction in any court of the United States of competent jurisdiction, to a fine of not more than five thousand dollars or imprisonment for a term not exceeding two years, or both.

That the circuit and district courts of the United States shall have jurisdiction, upon the application of the Attorney-General of the United States at the request of the Commission, alleging a failure to comply with or a violation of any of the provisions of said Act to regulate commerce or of any act supplementary thereto or amendatory thereof by any common carrier, to issue a writ or writs of mandamus commanding such common carrier to comply with the provisions of said Acts, or any of them.

And to carry out and give effect to the provisions of said Acts, or any of them, the Commission is hereby authorized to employ special agents or examiners who shall have power to administer oaths, examine witnesses, and receive evidence.

That any common carrier, railroad or transportation company receiving property for transportation from a point in one State to a point in another State shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any loss, damage or injury to such property caused by it or by any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contracts, receipts, rule or regulation shall exempt such common carrier, railroad or transportation company from the liability hereby imposed: Provided, That nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under existing law.

That the common carrier, railroad or transportation company issuing such receipt or bill of lading shall be entitled to recover from the common carrier, railroad or transportation company on whose line the loss, damage or injury shall have been sustained the amount of such loss, damage or injury as it may be required to pay to the owners of such property, as may be evidenced by any receipt, judgment or transcript thereof.

Section 21. That the Commission shall, on or before the first day of December in each year, make a report, which shall be transmitted to Congress, and copies of which shall be distributed as are the other reports transmitted to Congress. This report shall contain such information and data collected by the Commission as may be considered of value in the determination of questions connected with the regulation of commerce, together with such recommendations as to additional legislation relating thereto as the Commission may deem necessary; and the names and compensation of the persons employed by said Commission.

Section 22. That nothing in this act shall prevent the carriage, storage or handling of property free or at reduced rates for the United States, State or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat, or the free carriage of destitute and homeless persons transported by charitable societies, and the necessary agents employed in such transportation, or the issuance of mileage, excursion or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion, or to mu-

nicipal governments for the transportation of indigent persons, or to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and of Soldiers' and Sailors' Orphan Homes, including those about to enter and those returning home after discharge, under arrangements with the boards of managers of said homes; nothing in this act shall be construed to prevent railroads from

giving free carriage to their own officers and employees, or to prevent the principal officers of any

railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: Provided, That no pending litigation shall in any way be affected by this act: Provided further, That nothing in this act shall prevent the issuance

of joint interchangeable five-thousand-mile tickets, with special privileges as to the amount of free baggage that may be carried under mileage tickets of one thousand or more miles.

But before any common carrier, subject to the provisions of this act, shall issue any such joint interchangeable mileage tickets with special privileges, as aforesaid, it shall file with the Interstate Commerce Commission copies of the joint tariffs of rates, fares or charges on which such joint interchangeable mileage tickets are to be based, together with specifications of the amount of free baggage permitted to be carried under such tickets, in the same manner as common carriers are required to do with regard to other joint rates by Section 6 of this act; and all the provisions of said Section 6 relating to joint rates, fares and charges shall be observed by said common carriers and enforced by the Interstate Commerce Commission as fully with regard to such joint interchangeable mileage tickets as with regard to other joint rates, fares and charges referred to in said Section 6. It shall be unlawful for any common carrier that has issued or authorized to be issued any such joint interchangeable mileage tickets to demand, collect or receive from any person or persons a greater or less compensation for transportation of persons or baggage under such joint interchangeable mileage tickets than that required by the rate, fare or charge specified in the copies of the joint tariff of rates, fares or charges filed with the

Commission in force at the time. The provisions of Section 10 of this act shall apply to any violation of the requirements of this proviso.

Section 23. That the circuit and district courts of the United States shall have jurisdiction upon the relation of any person or persons, firm or corporation, alleging such violation by a common carrier of any of the provisions of the act to which this is a supplement and all acts amendatory thereof, and prevents the relator from having interstate traffic moved by said common carrier at the same rates as are charged, or upon terms or conditions as favorable as those given by said common carrier for like traffic under similar conditions to any other shipper, to issue a writ or writs of mandamus against said common carrier, commanding such common carrier to move and transport the traffic, or to furnish cars or other facilities for transportation for the party applying for the writ; Provided, That if any question of fact as to the proper compensation to the common carrier for the service to be enforced by the writ is raised by the pleadings, the writ of peremptory mandamus may issue, notwithstanding such question of fact is undetermined, upon such terms as to security, payment of money into the court, or otherwise, as the court may think proper, pending the determi-

Writs of peremptory mandamus commanding the movement of interstate traffic or the furnishing of cars or other transportation facilities.

Peremptory mandamus may issue notwithstanding proper compensation of carrier may be undetermined.

upon such terms as to security, payment of money into the court, or otherwise, as the court may think proper, pending the determi-

Remedy by mandamus cumulative.

nation of the question of fact: Provided, That the remedy hereby given by writ of mandamus shall be cumulative, and shall not be held to exclude or interfere with other remedies provided by this act or the act to which it is a supplement.

Section 24. That the Interstate Commerce Commission is hereby enlarged so as to consist of seven members with terms of seven years, and each shall receive ten thousand dollars compensation annually. The qualifications of the Commissioners and the manner of the payment of their salaries shall be as already provided by law. Such enlargement of the Commission shall be accomplished through appointment by the President, by and with the advice and consent of the Senate, of two additional Interstate Commerce Commissioners, one for a term expiring December thirty-first, 1911, one for a term expiring December thirty-first, 1912. The terms of the present Commissioners, or of any successor appointed to fill a vacancy caused by the death or resignation of any of the present Commissioners, shall expire as heretofore provided by law. Their successors and the successors of the additional Commissioners herein provided for shall be appointed for the full term of seven years, except that any person appointed to fill a vacancy shall be appointed only for the unexpired term of the Commissioner whom he shall succeed. Not more than four Commissioners shall be appointed from the same political party.

Additional section. That all existing laws relating to the attendance of witnesses and the production of evidence and the compelling of testimony under the Act to regulate commerce and all Acts amendatory thereof shall apply to any and all proceedings and hearings under this Act.

Additional section. That all laws and parts of laws in conflict with the provisions of this Act are hereby repealed, but the amendments herein provided for shall not affect causes now pending in courts of the United States, but such causes shall be prosecuted to a conclusion in the manner heretofore provided by law.

Approved February eleven, 1887; amended March two, 1889; February ten, 1891; February eight, 1895, and June twenty-nine, 1906.

By a joint resolution adopted after the passage of the Hepburn Act, it was provided that this Act should go into effect sixty days after June 29, 1906.

### Beech Creek Tonnage.

The tonnage originating on the Beech creek branch of the New York Central railroad for the week ending September seventh amounted to 139,323 tons, making a total to that date of 4,083,406 tons, as compared with 6,046,080 tons for the corresponding period last year, a decrease of 1,962,674 tons.

Coke tonnage for the same week amounted to 1,307 tons, making a total this year of 44,628 tons, as compared with 61,758 tons for the same period last year, a decrease for the present year of 17,120 tons.

### Pennsylvania Shipments.

The Pennsylvania Railroad Co.'s statement of the coal and coke originating on its lines east of Pittsburg and Erie for the week ended September fifteenth, with comparisons, follows:

Short Tons—	1906.	1906.	1905.
	Week ending Sept. 15.	Year to Sept. 15.	Year to Sept. 16.
Anthracite .....	94,123	3,044,572	3,252,812
Bituminous .....	650,582	22,216,325	20,334,421
Coke .....	248,031	8,860,122	7,720,554
Total .....	992,736	34,121,019	31,307,787

The fact that a certain coal near the outcrop is soft and easily mined, is no evidence that this condition will continue. Three or four hundred feet farther in, the character of the seam may completely change, and necessitate the use of machines, high explosives, and a general revision in the method of mining as first proposed.



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, September 27.

There has been no great change in the anthracite market in this vicinity from what it was last week, but it is the opinion among the trade that the general feeling is more healthful. The principal improvement in the demand for coal has been with the retail dealers who almost universally say that trade is somewhat better than it has been for several weeks and greater improvement is looked for with the advent of cooler weather. This seems to be the case all the way from New York east to Boston and likely further. Dealers in some places state that the improvement is only slight while others say they have all the business they can take care of.

The companies have only felt this improvement to a slight extent, but with the small amount of coal the dealers have on hand they will be compelled to order additional supplies to take care of the fall and winter business, which will no doubt be heavy unless all expectations fail.

None of the trade seems to have more than about one-half of their usual stock on hand and some of the dealers have even less than this quantity.

### Egg, Stove and Nut in Best Demand.

The principal demand for anthracite, for the present, seems to be for egg, stove and nut sizes in about equal quantities, although broken coal is still active among the manufacturers and consumers of that size; yet the demand is all that can be expected. None of the prepared sizes, for the time being, seem to be a drag on the market.

The companies are again working full time and are quite likely to continue to do so for the balance of the winter.

Small sizes continue strong except pea coal, for which there is a lighter demand at tidewater than for the other sizes. Consumers of steam sizes from buckwheat down, are all calling for heavy shipments with the result that these sizes are in active demand, but notwithstanding this, the coal is moved promptly. No difficulty is experienced in finding plenty of boats to take care of the orders.

Even washery grades are being moved at much better returns than was the case two or three weeks ago and the demand continues to be active. Many of the consumers of these sizes who had accumulated large quantities early in the year and who on that account were out of the market for some time, have ordered new supplies, not only for immediate consumption, but for storage, to meet winter demand. This is one factor for the sudden improvement in the steam coal situation.

### Line Trade Most Active.

Line trade is becoming considerably more active than it was reported to be last week and the orders that accumulated during the recent suspension are now being filled. The independent operators find no difficulty in keeping their coal moving on the basis of the full Philadelphia circular and are not inclined to cut the prices as was the case a short time back.

The barge supply has been interfered with on account of the continual east winds and while rates have not advanced, it has been more difficult to secure barges as they are wanted than heretofore. As an instance of this, barges that generally consume from two to three days in going from New York to Providence have recently taken a good two weeks to get to their destination.

In New York city the retailers report business considerably better than it has been for several weeks and they expect that from now on they will be kept at least reasonably busy taking care of the orders.

The Atlantic seaboard bituminous coal trade has not changed much. There are enough orders in the hands of shippers on regular business to keep the mines fairly active, outside of the shipping orders upon contracts already in hand. The market is extremely dull, and the poorer classes of coal can hardly be disposed of at any price. This is a condition that has been recognized by the producers for some time, and, accordingly, comparatively little coal has been sent upon the market. The fall demand that was expected has not developed as yet, though improvements are looked for as soon as cold weather develops.

The car supply is not too good on any of the roads, though with the present small demand positive trouble is not showing to any material extent, except upon the Baltimore & Ohio, where the various kinds and classes of embargoes to various points and on various kinds of cars are still in effect, making it almost impossible for shippers on this line to be able to calculate ahead to any great extent.

There is some little demand for export business, and vessels are making inquiry for this class of trade, but it does not amount to enough to make any improvement show in the general trade.

Trade in the far east has shown a little improvement. Consumers are rather inclined to take advantage of the lower coastwise freights still prevailing, and a little more disposition on the part of vessel owners is shown to give more days for loading and discharging than is called for by the regular discharging and loading clause.

Sound business is quiet and irregular, some points putting in orders and other points withdrawing. The general inclination, however, is to delay taking on coal. It is thought that this will be changed with the first showing of cold winter weather.

### New York Harbor Trade Dull.

New York harbor trade is dull. Prices remain low, on current business \$2.50 to \$2.60 f. o. b. New York harbor shipping ports being about the quotation for good grades of steam coal, with the gas coals running down to \$2.30.

All-rail trade is dull, and consumers get offers of coal at low prices from all districts.

Car supply is sufficient for the demand, though generally not more than what is wanted. Transportation from mines to tide is a little bit slow and irregular.

In the coastwise vessel market vessels are in fairly good supply, and the demand seems to be able to take care of it easily.

We quote current rates of freight from Philadelphia as follows: Boston, Salem, Portland, 65 @ 70 cents; to the sound, 55 cents; Lynn, Newburyport and Bangor, 85 cents; Portsmouth and Bath, 70 @ 75 cents; Saco, 90 cents and towage; Gardner, 85 @ 90c and towage.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, September 27.—(Special Correspondence.)—With the Democratic state convention, one of the most exciting and largest attended in the history of the commonwealth, in session this week, attention of everybody is engrossed, and the offices are almost vacant the greater portion of the time.

"There is absolutely no news," said a prominent dealer when asked by THE BLACK DIAMOND for information. "Just write your publication to pick up last week's letter and you will have done about all that is necessary," which is a pretty true statement of conditions.

Prices of bituminous hold about the same, though there is a shade of improvement in the Allegheny valley market, the product of those mines being held for a dollar a ton net for run-of-mine, whereas last week the operators were glad to get a dollar a ton gross. Pittsburg continues firm at former prices.

### Car Situation Is as Bad as Ever.

There is absolutely no improvement in the car situation, the shortage still continuing, with no

prospect of speedy betterment. Mines are not working more than half time, as not more than sixty per cent of the product can be moved. In the east the situation has not improved. That it is unchanged is due to the fact that consumers have not yet worked off their surplus. An explanation of the cause for this was made by a shipper today. He said:

"New River and Pocahontas coal coming to Mystic wharf in Boston and thence shipped inland by rail for distribution can be laid in much cheaper than all-rail coal. The result is that consumers stock up heavily with this cheap transportation coal, and now, when the water rates are advanced owing to the greater risk of water transportation in the fall months, they are only buying sufficient for present needs—what you might term a hand-to-mouth market is the result. There is no buying for stocking and this accounts for the dullness. I am informed that the Boston & Maine railroad alone has at the present time 200,000 tons of steam coal in stock."

There is an extreme dullness reported in the Canadian market, but no special reason is advanced beyond the fact that everybody stocked

heavily early in the season and the surplus is not yet worked off.

### Coke in Strong Demand.

Stock coke is now in strong demand, for use among the evaporators all through western New York. This is a great fruit belt and there are hundreds of farmers who dispose of the orchard products to the evaporators, which are quite heavy consumers of coke. Just now the supply is very light and hard to get. Furnace coke and foundry coke are also in good demand, owing to the activity in the iron trade.

It is rumored that C. B. Kinne of the Cherry Run Coal Co. has been offered and will likely accept the position of purchasing agent for the United States Leather Co. The position is a responsible one, for the purchasing agent has to look after the supplies of coal and oil for about fifty stations. Mr. Kinne is well qualified for the position.

New offices of the Keystone Mining Co. have been opened in this city, bringing Lucius T. Rosier into the ranks of Buffalo's general sales agents. The Keystone Co. are miners and ship-



pers of the Brady's Bend bituminous. The new offices are in the Prudential building.

In the anthracite market there is a continued dullness, owing to the warm weather. There has been an effort to clean up the coal for way ports and this work is now being carried on as expeditiously as possible, on account of the approaching end of the season. Line orders are about normal. Cool evenings of the past week have served as a partial stimulant to the retail trade.

Marine forwarding has been a little heavier this week than last, the total shipments reaching 93,688 tons. This amount was distributed as follows:

Destination. Tons.	Destination. Tons.
Superior .....20,300	Waukegan ..... 6,600
Duluth .....11,300	Gladstone ..... 2,100
Milwaukee ....26,886	Green Bay..... 3,500
Port Arthur ... 3,000	Lake Linden.... 1,000
Chicago .....18,500	

Corresponding period last year, 68,000 tons.

## The Baltimore Shipping Trade.

BALTIMORE, Md., September 27.—(*Special Correspondence*).—With summer still lingering in the lap of autumn, coal conditions here are not what they should be in the face of existing circumstances. This applies to both anthracite and bituminous. With the former fuel the warm weather has prevented the many householders who must replenish their coal stocks from realizing just how near winter really is. There are an unusually large number of unstocked cellars this year to judge from general reports, but with the thermometer dallying around the eighties there does not seem to have been much of a desire recently to get under cover. In the past two or three days, however, the weather has been slightly more autumn-like, especially after night-fall, and it will not be long before there is a very brisk awakening for anthracite.

### Business Slow in Reviving.

Bituminous, too, has not shown the response to the season that was expected by many. It was hoped that prices would have materially strengthened by this time, while as a fact there has been but comparatively little gain in this respect. To be sure the present week has seen a number of sales at from ten to fifteen cents above the schedule that prevailed in the middle of August, but there is no reason why it should not be considerably above this. While dollar coal at the mines is probably left behind, still \$1.60 for the best grades, as at present, and down to \$1.20 for fair grade coals, is not an over-encouraging feature.

To be sure the demand for bituminous has brightened up to a considerable extent, but this makes the prices all the more remarkable. Then, too, the existing car shortage should have had a more beneficial effect on the market from the standpoint of stiffening prices than has been the case. Whether or not the jump will come along with a rush in the near future is problematical, but all profess to see an early advance of some sort, none hazarding a guess as to just how much it will be.

### Notes on Car Supply Topics.

And now let us come back to car shortage for a while. A trip around the various coal offices developed the fact that not a few of the coal men look upon attempts to draw them out on car shortage lines as not over good for their business interests. "I don't think it exactly diplomatic to allow my name to be used in this car shortage talk," said one well known coal man. When pressed for a reason he merely said, "Sometimes the railroads are all-seeing. Just now when they are apparently straining every nerve to get cars to the shippers, railroad officials do not take kindly to criticism. To talk might hit my car supply."

It can be said, however, that one of the chief considerations in summing up the present situation is the irregular car supply at the mines. Many of the railroads are reported to have placed an embargo on cars outside of the territory reached by their own lines, and have given

At Wilkesbarre, quoting Worcester and Webster to show that an advertisement is a notice containing information posted in a public place, Judge Halsey has decided an important case against the Lehigh & Wilkesbarre and the Delaware, Lackawanna & Western Coal companies.

These companies object to paying cash road taxes to Hanover township, asserting the supervisors had not properly advertised the right of taxpayers to work out the road taxes. The supervisors showed they had posted notices along a public road and won the case.

Consolidation of the local freight offices of the New York Central lines under one head is one of the rumors now current in railroad circles, and it is understood there is some foundation for the report. Rumors to the same effect in connection with the passenger department are discredited.

notice that all cars must be loaded to full rated weight capacity. The charging of freights at figures marked on cars, whether fully loaded or not, which is reported to be the program, will probably result in full loadings.

The Baltimore & Ohio is prospering. Its increase in gross earnings for the month of August, over the same period of last year, was \$782,953. The net earnings for the same period showed an increase of over \$243,540.

Speaking of the Baltimore & Ohio railway, all Baltimore, including the coal men, are awaiting with deep interest the outcome of the reports that the Harriman interests have secured control of that road through the purchase of the holdings of the Pennsylvania in the Baltimore & Ohio. Should the Baltimore & Ohio thus become a trans-continental road with what would be a terminus for a considerable portion of its freight in Baltimore, it would give this city, when the Goulds complete their trans-continental road to Baltimore, two such systems stretching across the continent. Baltimoreans are not enthusing too much as yet, but hope to rejoice later.

President John Mitchell of the mine workers was in town during the week, but had little to say of importance. He came here to prepare for taking the stump against a Maryland congressman who is reported to have been antagonistic to certain labor legislation during the last session of Congress. Mr. Mitchell said in a public interview that he saw but little prospect of any trouble ahead in the mining regions for some time to come in the way of strikes.

President Warren G. Elliott, of the Atlantic Coast Line, died in the state of New York last Friday. He had his offices in the Continental building in this city, and made his home here. He was also connected with a number of Baltimore financial institutions in the capacity of director.

No material changes have been noted in charter freight rates of late. Northern ports are the main announcements, although there have been several Porto Rican charters made public within the past week. Boston is still being quoted at seventy-five cents.

Baltimore is fast establishing a reputation as the principal port on the Atlantic seaboard for the shipment of coal. The recent completion of the Coal & Coke railroad, tapping, as it does, one of the richest undeveloped coal districts of West Virginia, and with its connections with the Baltimore & Ohio, the Western Maryland and the Chesapeake & Ohio railroads, means much more to the shipping interests of this city than appears upon the surface.

As yet the Western Maryland is shipping but little coal except the Davis Coal & Coke Co.'s product over its fine new piers at Port Covington, but the piers were not built as a mere matter of chance. As a matter of fact, the management of the road realizes the vast possibilities of coal development, not alone along its own lines, including the absorbed West Virginia Central, but in the undeveloped territory to be opened up by the Coal & Coke railroad. Tests made along the line of this road show that the fuel to come from the section, in addition to being almost limitless in quantity, is of fine

quality. Along the road are some fine specimens of gas coal, coking coal, steam coal and splint coal. The character of the coal is said to be of the same type as that in the Fairmont and Clarksburg districts, but much harder and yielding a large percentage of large blocks.

In this new field the Western Maryland, which will undoubtedly get a large bulk of the business, will secure its first gas coal. No one is optimistic enough to see hundreds of thousands of tons of coal from the district pouring over the sides of the Port Covington piers into waiting bottoms in a year, or even two years, but all predict that it will come finally.

A significant feature of the situation was the recent announcement of rates for the coals from the new territory. Both the Western Maryland and the Baltimore & Ohio have set the rate at \$1.80 to Baltimore, the same as the Fairmont coal rate. While there are a number of independents as well as Western Maryland controlled properties between Cumberland and Elkins and Elkins and Gassaway, some of the most promising properties are held or worked by the Davis Colliery Co., which is represented in this city and in the south by Hendley & Co.

Mr. Hendley, in speaking of the prospects for increased shipments, said that, while the greater portion of the coal and coke output of the Davis Colliery Co. is at present finding its way south, west and northwest, the future will see large shipments to Baltimore, both from the lines along the old West Virginia Central and from the territory along the new Coal & Coke railroad. The company is now supplying considerable quantities of coal to some of the larger industries, such as the South Baltimore car works, and coke to the Maryland Steel Co., but it is insignificant compared with what this and other concerns along the same territory expect to do in the future.

### The New England Trade.

BOSTON, September 27.—(*Special Correspondence*).—The wholesale business passing in anthracite coal is still of quite modest proportions. The retailers, however, are displaying a little more interest in the market, perhaps, than they were earlier in the month, and the outlook is thought to be for a comparatively brisk trade throughout October and November.

The companies' actual prices for white ash free burning coal f. o. b. New York are: Grate, \$4.75; egg, stove and chestnut, \$5.

As regards the market for bituminous coal, the more cheerful and generally firmer tone referred to last week is retained. Both in the number and importance of the orders being received there is still room for expansion, but buyers are not so listless as they were in August, and everyone feels more encouraged.

For the standard grades of bituminous coal, popular in New England, the regular prices are now being obtained. For Pocahontas and New River on the cars, Mystic wharf, \$3.63 is the idea, and this, of course, is the equivalent of \$2.75 f. o. b. Norfolk and Newport News. It is satisfactory to be able to note that the difficulties about lading at these two ports are disappearing, trimmers being much more easily procured than at the date of our last report.

Georges Creek is firm at \$2.75 f. o. b. Philadelphia, and buyers would do well to remember that to this price ten cents will be added next month. There is Pennsylvania coal to be had for as little as \$3.30 on the cars at the Mystic, but there are grades that are not selling for less than \$3.50. For all-rail coal at the mines the range is \$1.00 to \$1.25. Customers tell of inconvenience caused by a shortage in cars.

Regarding vessel freight rates, vessels may still be had for low rates. We quote to Boston from Hampton Roads, 65 cents; from Baltimore, 75 cents, and from Philadelphia, 65@70 cents. From Newport News to Providence 55 cents has been accepted within a few days.

The retail trade shows very marked and satisfactory improvement. The dealers find it possible now to keep their teams employed. The awful dullness of the summer has been succeeded by a reasonably brisk September trade, which promises to improve further. Prices remain just as they have been throughout the warm weather, current quotations being as follows: Furnace, \$6.25; egg, \$6.50; stove, \$6.75; chestnut, \$6.75; pea, \$5.00; Lehigh furnace, \$6.50; Lehigh egg, \$6.75; Shamokin, \$7.00; Franklin, \$8.00.



## Eastern General and Personal Notes.

Knight, McFadden & Co., of Philadelphia, have opened New York offices at 96 Broadway, with Dana Mitchell, sales manager, in charge.

During the year the Lehigh Valley Coal Co. and affiliated companies produced and purchased 85.25 per cent of the anthracite coal transported by the Lehigh Valley Railroad Co.

A record price for coal land in the Greensburg, Pa., basin has been secured. It was a tract of 250 acres in Hempfield township. The price secured approximated one thousand dollars an acre.

Upon the highest authority it is stated that there will be no dividends on Dominion Coal common as a result of this year's business. The directors say that the company will be in good shape to resume dividends at the close of 1907.

All traffic on the Pittsburg-Wheeling division of the Baltimore & Ohio Railroad was interrupted the first part of this week as a result of a cave-in of the Thomas tunnel. Sixty-five feet of the tunnel roof, which has been loose for days, fell, completely choking the passageway.

The Philadelphia Coal Exchange held its monthly meeting at the Bourse Monday and decided to maintain its winter schedule of prices for domestic sizes of anthracite at \$6.75 a ton until April first next. Arrangements were completed for the annual excursion of the organization, which begins Tuesday. Fifty members and their families went to Old Point Comfort to stay a few days.

It is officially stated at the Pennsylvania railroad offices that there is absolutely no foundation in fact for the alarming rumors concerning the condition of President Cassatt, who is recuperating from the effects of an attack of whooping cough contracted at Bar Harbor. It is Mr. Cassatt's intention to defer taking up active duties at his office until he has completely recovered, but he is improving in health and strength daily.

In view of the fact that practically all of the stock is controlled by a single group of men, there will be no opposition to the increase in the capital stock of the Tennessee Coal & Iron Co. at the stockholders' meeting in Tracy City, Tenn., on October sixteenth. After the stockholders' meeting a meeting of the executive committee of the Tennessee company will be held, when it is expected that the purposes of the new stock issue will be made public. If present plans are carried out the common stock of the Republic will be taken over by the Tennessee company at a figure between forty and fifty.

The total production of anthracite coal from the lands owned and controlled by the Lehigh Valley Coal Co. and other companies in which it and the Lehigh Valley Railroad Co. are interested, through ownership of stock, was \$7,667,665.14 tons for the fiscal year ended June thirtieth, 1906, as against 7,975,210.09 tons for the previous year, a decrease of 307,544.15 tons, or 3.86 per cent. This decrease is due entirely to the enforced suspension of mining during the months of April and May, as previously mentioned, and to the same cause may also be ascribed the diminished net earnings for the year. Sixty and thirteen-hundredths per cent of the total operating expenses of the railroad company, or \$12,118,328.90, was paid direct to labor, being distributed among 21,196 employees.

The Interstate Commerce Commission has made public an abstract report on the railways of the country for the year ended June thirty, 1905. On that date there were 218,101.04 miles of single track, being an increase over the previous year of 4,196 miles. The operated mileage was 216,973. The aggregate mileage, including tracks of all kinds, was 306,796. The number of railway corporations was 2,167. There were in use 48,357 locomotives, 1,842,871 cars, an increase over 1904 of 44,310; 1,382,196 railway employees. The par value of the railway capital was \$13,805,258,121, which is equivalent to \$65,926 per mile. The number of passengers carried was 738,834,667, an increase of

23,414,985; freight carried was 1,427,731,905 tons, an increase of 117,832,740 tons. The average revenue per passenger was 1.96 cents; per ton freight, 0.766 cents; the like average for 1904 was 0.780 cents. Gross earnings were \$2,082,482,406, an increase of \$107,308,315; operating expenses were \$1,390,602,152, an increase of \$51,705,899; net earnings were \$691,880,254, an increase of \$55,602,416. The dividends declared were \$238,046,897, leaving a surplus of \$89,043,490. The previous year's surplus was \$56,729,331. During the year the total casualties were 95,711, of which 9,703 were killed and 86,008 were injured. The number of passengers killed was 537, or one passenger for every 1,375,856 carried.

An estimated yearly loss of nearly three-quarters of a million dollars to the New York, New Haven & Hartford railroad company as a result of reducing passenger rate to two cents a mile several months ago already has been turned into an actual gain in gross receipts, as compared with other years, through an increased volume of business. In addition to the reduction of passenger rates, the tariff on coal to New England points also was reduced to a figure which, on the old volume of coal business to New England points, would have resulted in a yearly loss of \$150,000 to the railroad company. Receipts to date indicate that not only has this estimated loss been overcome, but that there will be an actual gain over other years.

The Pennsylvania railroad awarded contracts on September twenty-first for the construction of 12,400 freight cars, at an estimated cost of \$15,000,000. The order was divided as follows: Pressed Steel Car Co. of Pittsburg, four thousand hopper cars, two thousand gondola cars, nine hundred box cars and four hundred flat cars; Cambria Steel Co., three thousand hopper cars; Standard Steel Car Co., twenty-one hundred gondola cars. The contracts specify that the delivery of the equipment shall begin in April next, and continue until late in the summer. The Pennsylvania railroad has ordered this year about thirty-five thousand freight cars, which are being delivered at the rate of one hundred a day. More than eighteen thousand have already been delivered and placed in active service. This order was the largest the company ever placed and it was thought that additional orders would not be necessary until next year. Traffic has increased so rapidly that a shortage is already felt.

The annual report of the Reading Co., which controls the Philadelphia & Reading Railway Co. and the Philadelphia & Reading Coal & Iron Co., for the fiscal year ended June thirty, 1906, has been made public. Notwithstanding the losses incident to the anthracite coal strike, which lasted from April first to May tenth, the net earnings for the year amount to \$28,511,963.50, only \$393,933.27 less than the combined net earnings of the previous year. The surplus of the three companies for the year is \$7,843,818.96. This is a reduction of \$2,174,929.05 from the surplus of the previous year, but this was occasioned largely by an increase of \$2,559,708.98 in the amount expended for improvements. The total accumulated surpluses of the three companies as of June thirty, 1906, was \$19,826,320.88, which represents an increase of \$1,740,967.71 over that of June thirtieth, 1905. The dividend and sinking fund payments in the year ended June thirty, 1906, amounted to \$6,102,851.25. The gross receipts of the railway company for the year 1905-1906 were \$40,563,724.58, an increase of \$3,068,003.70, or eight and eighteen hundredths per cent over the previous year. This increase, according to the report, exceeds in amount and percentage the increase in gross receipts in any year since 1900, with the exception of 1903. It was due to the increased business of every class handled except that of carrying anthracite. The gross receipts were the largest in its history. The increase in the gross receipts was largely offset by an increase of \$2,656,822 in operating expenses. The net earnings were \$18,426,-

552.86, as compared with \$18,015,369.27 the previous year. The payments on account of fixed charges and taxes were \$113,040.52 less than in the previous year, and there was an increase of \$2,559,708.98 in the amount paid for improvements. The surplus for the year was \$5,381,471.61, a decrease of \$1,974,690.61. The funded indebtedness of the company was reduced \$195,000. The total production of anthracite coal from lands owned, leased or controlled by the Philadelphia & Reading Coal & Iron Co. was 10,659,053.09 tons, a decrease of 398,689.08 tons from the previous year. The reduction is at a rate of about three and six-tenths per cent. The decrease in the whole anthracite region for the year was about four and nine-tenths per cent. There was a decrease of \$2,060,879 in the gross receipts. The decrease in expenses amounted to \$1,158,014.64. The report shows a deficit for the year for the coal and iron company of \$130,715. The income of the Reading Co. for the year was \$7,020,401, as compared with \$6,966,019 of the previous year, and the surplus for the year was \$2,590,092.97, as compared with \$2,491,707.72 in 1905. The amount of general mortgage bonds outstanding of the Reading Co. was increased by \$1,503,000, making the total bonds outstanding on June thirty, 1906, \$72,837,000.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows: There were no export coal charters completed during the past week, owing to the scarcity of available tonnage, and the fact that the few boats that will entertain export coal are not in position to cover the orders that are in the market. Shippers are all offering higher figures than they were willing to pay a week ago, but, notwithstanding this, are not securing steamers desired. The tonnage scarcity affects coal freights from the States to all parts of the world, and the only boats that now can be secured at reasonable figures are possibly one or two large boats for Havana, Vera Cruz or Tampico.

A number of the steamers that were available a week ago have been absorbed by grain, timber and other trades, and should the price of grain in this country decline, the probabilities are that the few remaining available boats will be taken for the grain trade.

We would quote freight rates by steamer as follows: \$1.40@1.45 to Havana or Matanzas; \$1.80@1.85 to Cardenas or Sagua; \$1.60 to Cienfuegos; \$1.65 to Daiquiri; \$1.75 to Santiago; \$1.70@1.80 to Colon; \$1.75 to Port of Spain, Trinidad; \$1.90@1.95 to St. Lucia; \$1.60@1.65 to St. Thomas; \$1.90 to Barbados; \$1.60@1.70 to Kingston; \$1.35 and port charges to Curacao; \$2.50 to Demerara; \$1.90@2.00 to Bermuda; \$1.50@1.55 to Vera Cruz; \$1.50@1.55 to Pampico; 17s to Buenos Ayres; 18s to Rosario; 17@18s to Rio; 18s to Santos; 9s 6d to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$5.75 and discharged to Manila; \$6.25 to Japanese ports.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending September twenty-second, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending Sept. 22, 1906.	15,151	21,845	39,997
Corresponding week, 1905 ..	14,858	27,166	42,025
Total for 1906 .....	552,348	804,273	1,356,622
Corresponding period 1905 ..	481,136	693,842	1,174,978

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 181,644 tons.

We consider THE BLACK DIAMOND an excellent publication. Your treating matters pertaining to the eastern section is of sufficient value to us to well pay for our subscription.—The Connecticut Coal Co., Bridgeport, Conn.



Retail Coal Associations of the United States:  
Retail Coal Dealers' Association of the New England States.  
Retail Coal Dealers' Association of Illinois and Wisconsin.  
Mid-State Retail Coal Dealers' Association.  
Northwestern Retail Coal Dealers' Association.  
Wholesale and Retail Coal Dealers' Association of Ohio.  
Michigan and Indiana Retail Coal Association.  
Coal Dealers' Association of Iowa and Nebraska.  
Ontario Coal Association.  
New York and Pennsylvania Retail Coal Dealers' Association.

A DEPARTMENT  
For the  
RETAIL TRADE

CURRENT NEWS AND COMMENT IN THE  
RETAIL COAL TRADE—SUGGESTIONS AS TO  
ADVANCED BUSINESS METHODS THAT  
HAVE BEEN TRIED AND HAVE PROVED  
SUCCESSFUL—PERSONAL NOTES OF CHANGES  
IN THE TRADE—HINTS CONCERNING  
PROPER ADVERTISING. \* \* \* \* \*

Much Needed Legislation on Short Weights.

The first annual meeting of the International Council of Coal Merchants, which took place at Pittsburg, Pa., on September eleventh and twelfth, was well attended by the representatives of the various state, inter-state and colonial associations, and the reports of the various committees evidenced a degree of progress which is certainly very gratifying and a very great credit to the organization.

The matter of "short weights" was of unusual interest and brought out into plain view the urgent necessity for concerted action by all of the coal organizations to bring about relief from this most disastrous evil, in fact, the greatest of all the ills with which a coal dealer has to contend. It is a well known fact that the loss due to short weight adds at least twenty-five cents to the cost of every ton of coal handled and in many instances the loss is still greater.

The cure for this evil rests entirely with the railway companies and the relief must of necessity come through transportation companies and a way must be found to enlist the services of the carriers for the protection of the dealers' interests. Much has been written and more has been spoken concerning this matter of short weights. In some states the aid of the law has been invoked with the best results. And it would seem that this is the most feasible plan to follow. It is the purpose of this article to direct the attention of the coal dealers of Michigan and Indiana, especially, to the necessity of procuring legislation which will make it incumbent on every carrier of coal to demonstrate beyond a question of doubt that every pound of coal called for in the bill of lading, save a reasonable allowance for natural shrinkage, is ready for delivery when the bill for freight charges is presented for payment.

In the state of Kansas the law is that all shipments of coal must be weighed by the carrier and a receipt for the actual weight be given to the shipper. This is good so far as it goes, but it is not enough. What we require is a like law which provides for destination weight as well. It has been suggested that all railways shall establish scales of sufficient capacity to weigh the largest cars at every station where an agent is employed, or, in the event of this creating too much hardship for the railway companies, the establishment of such a scale on every fifty-mile section of all railways. If this were accomplished and the carriers compelled to furnish a certificate setting forth the actual contents of every car of coal offered for delivery, the matter of short weights would cease to be a burden to the coal dealer and to the general public, and would eventually result in cheaper coal to the consumer. The railway companies would then protect themselves by ascertaining to a dead certainty that every carload of coal offered for shipment, either by the producer or a connecting railway line, is of full weight before same would be accepted for transportation.

The rate regulation law recently passed by Congress will without doubt afford a very considerable amount of relief, as it provides for the issuance of a bill of lading for all commodities accepted by transportation companies for shipment. This in itself will be a relief, as it establishes the fact that carriers must issue a bill of lading. It is now up to the patrons of the transportation companies to see to it that a proper and binding contract is used. What should be required is what is termed a "clean bill of lading," that is, one without limitations as to responsibility. If the carriers of coal are made to deliver at destination the full amount of coal called for by a bill of lading it goes without saying that all coal shipped will start right and with scale advantages at or reasonably near destination and

a law compelling the carrier to demonstrate that the goods are actually intact and ready for delivery, will afford protection, and then the retail coal dealer will get what he pays for.

R. E. HARRIS, Secretary,  
Michigan and Indiana Retail Coal Association.

Victory for Missouri Valley Retail Dealers.

Copies of new rules to be put in effect November first by the railroads composing the Missouri valley car service and storage bureau have been published and distributed to local freight agents. The majority of features in the new rules that were put in effect September first, which proved objectionable to shippers, and that were later suspended from going into immediate effect, have been eliminated from the new orders.

Coal dealers will be given seventy-two hours in which to unload coal as before. Seventy-two hours will also be allowed for the unloading of lime and ore. Forty-eight hours will be allowed for the unloading of all other commodities, computing the time from seven a. m. after the cars have been set for unloading.

The storage rate has been placed at five cents per ton per hour for commodities left overtime in warehouses, in cars or on the property of the company. This rule makes clear a provision over which the Santa Fe has been in doubt. Some rails were unloaded on the right of way of the company, and the question came up with the agent here as to whether storage should be charged on rails left in this manner.

Because thirty days' notice must be given it is said the new rules cannot be placed in effect before November first. In the meantime the rules in effect before August twenty-eighth will prevail.

When an attempt was made to put into effect the rule which cut out the three days' storage time on coal, coke, lime, salt and ore, a protest from shippers in every city in the west went up, and the trade organizations at once took the matter up with the railroads. Within a few days the Burlington announced that it would not seek to enforce these rules, and after that the car service association announced that enforcement of the rule would be postponed for a time.

The Western Car Service Association is composed of a number of roads operating in the western territory. Every road reaching Nebraska is a member of this association, and the rules are placed in effect on all Nebraska lines. A. C. Jones, of Omaha, is manager of the association, but beyond that fact but little is known of the officers of the association.

The new rules made effective August twenty-eighth superseded rules made effective September seventeenth, 1902.

Death of H. S. Diggs.

Henry S. Diggs died September twenty-first at his home, 625 West Barre street, Baltimore, Md., of a complication of diseases. He had been ill since January, and was sixty-four years of age at the time of his death.

Mr. Diggs was for many years at the head of the Diggs Bros. Coal Co. A veteran of the Civil War, Mr. Diggs was in twenty-two battles in his three years' service. He was at the Wilderness, Petersburg and Appomattox. Mr. Diggs was a corporal in Company A, Fourth Maryland. He was personally commended for his bravery in the battle of Appomattox by Col. Richard N. Bowerman, commanding the Fourth, now a brigadier-general.

Mr. Diggs was past exalted ruler of Elks and a member of the Shield of Honor and Wilson

Post No. 1, Grand Army of the Republic. Two daughters survive him.

An Advertising "Don't."

There is abundant reason for protest against the class of advertising typified by the following quotation: "We buy all of our's from the Blank Coal Co. They just received a car load, etc." This is taken from a display ad. and yet it at least seemingly tries to give the impression that it is the disinterested advice of the editor or of some anonymous third person. Such a scheme deceives no one, the device being altogether too obvious, and upon some readers it will have a bad effect because they will regard it as attempted deceit. But even leaving this point out of consideration, it is unwise for a dealer to adopt this form of expression in display advertising for having in this bald manner told the public that he uses the method in question, any and all reference to him or his business in the news columns of the paper will be instantly regarded as having been inspired and paid for by him. He therefore destroys the possibility of making use of shrewdly constructed reading notices which would otherwise pass muster as straight news.

Novel Use of Coal for Advertising.

A Milwaukee retailer has hit upon a novel method for making his office building advertise his business. To all appearances the structure is made of anthracite, although in reality the walls are of cement, with the entire outer surface covered with lumps of coal firmly imbedded in the cement. Between three and four tons of anthracite were used in the construction of this unique building, the only thing of the sort in Milwaukee, and therefore the center of a great deal of attention, which is bound to be productive of many orders that otherwise would doubtless have gone elsewhere.

Iowa-Nebraska Shippers' Guide.

The October number of the Coal Shippers' Guide, issued by the Coal Dealers' Association of Iowa and Nebraska, is now ready for distribution. We believe it to be the most complete and up-to-date list of all regular coal dealers in Iowa and Nebraska ever issued by this association. Any shipper desiring this valuable list can obtain same by making application to E. H. Betts, secretary of the Coal Dealers' Association of Iowa and Nebraska, at Omaha, Neb.

Wagon Prices at Chicago.

Anthracite.	
Grate .....	\$6.50
Stove .....	6.75
Chestnut .....	6.75
Egg .....	6.75
Bituminous.	
Smokeless lump .....	\$5.00
Smokeless run-of-mine .....	3.75
Hocking lump .....	4.00
Hocking nut .....	3.50
Illinois lump, egg and nut .....	3.00
Indiana lump, egg and nut .....	3.00
No. 1 washed nut .....	3.50
Cannel lump .....	6.25
Smithing .....	4.50
Screenings .....	1.75
Gas house coke .....	5.50



## Retail Notes.

### Transfers and New Enterprises.

H. M. Persons has purchased the interest of J. C. Archer, in the retail business of the Wabasha Coal & Fuel Co., Wabasha, Minn.

Harry Bullukian, conducting a retail grocery business at Medway, Mass., has embarked in the retail coal business at that place.

O. E. S. Tatom, formerly connected with the Shawnee Supply Co., Shawnee, Okla., has embarked in the retail coal, feed and grain business at that city.

Jacob Parsons and Peter Neilson have organized a retail coal business at Redfield, S. D., and have erected extensive sheds near the Chicago, Milwaukee & St. Paul depot.

A coal and feed business has been established at Argentine, Kas., by Ambrose Beck, with offices in the Smith building, at the corner of Fourth and Metropolitan avenues.

The Shippey Coal & Supply Co. has been incorporated at Marion, Ind., with a capital stock of ten thousand dollars. The incorporators are John Shippey, Henry Shippey and Frank Archer.

E. B. Wexler, Bristol, R. I., has purchased the coal business of H. E. Richardson in that city. The yards are located on Anderson street between Eighth and the Virginia & Southwestern railway.

Thomas Henley, Carthage, Mo., has purchased the retail coal business and yards of W. E. Neal, at that city, and organized the Carthage Coal Co. Bert Pringle has been made manager of the concern.

The Central Coal Co. has been incorporated at San Francisco, Cal., with a capital stock of \$100,000. The incorporators and directors are J. P. McNamara, A. Halsey, A. W. Follensbee, A. T. Fletcher and F. C. Mills.

John Heuck and F. Ruge, formerly engaged in the manufacture of cement blocks at Waterloo, Iowa, have purchased the business of the St. John Coal & Grain Co., Everly, Iowa. The firm name will be changed to the Everly Grain & Coal Co.

The coal business at Havana, Ill., which has been operated for many years by G. A. Briggs, has been purchased by H. Z. Borgelt. It is the intention of Mr. Briggs to take a much needed rest, spending his leisure time supervising the operation of his farm near Havana.

The Lewiston & Auburn Coal Co. has been organized at Portland, Maine, for the purpose of dealing in coal, coke and fuel of all kinds. The capital stock of the company is ten thousand dollars and the officers are E. O. Stephenson, president, and James E. Simpson, treasurer.

The Wright & Weed Co. has been incorporated at New York, N. Y., to deal in coal, wood, etc. The company has a capital stock of fifteen thousand dollars and is incorporated by S. Hudson Wright, Mt. Vernon, N. Y.; Fred G. Wood, Pelham Manor, N. J., and T. B. Clasm, South Orange, N. J.

The Armstrong Coal Co. has been incorporated at Cincinnati, Iowa, with a capital stock of twenty thousand dollars. The company will buy, sell and ship coal, and purchase and own coal land, coal leases and the like. The incorporators are Ben Weymouth, Charles H. Harrison, Robert English, A. M. Ross and T. A. Johnson.

### General Retail Notes.

Anderson & Schaffer, retail coal dealers of Hamilton, Ohio, have been awarded the contract for supplying the coal to be used the coming winter by the various city plants.

W. H. Shaw, proprietor of a retail coal and wood business at Syden, Ill., is erecting a modern office at his yards. The building will be of concrete blocks and will be one of the most conveniently located in the county.

Retail coal and wood dealers of Durand, Mich., have formed an organization to stop the stealing of coal from cars on the Grand Trunk and Ann Arbor railroads. Thefts of this character have been frequent during the past five or six weeks, and have been large enough to eat up a considerable portion of the profits of the business.

Three thousand tons of coal in storage at Junction City, Kas., the property of the Higbee Coal Co., have been destroyed by a fire originating from spontaneous combustion. A large force of men have been fighting the fire since it was discovered.

The Bruce Coal Co., Joliet, Ill., wishes to deny the report that its Sixteenth street yard at that city has been sold, or that it was ever offered for sale. This company has adopted a cash system for use the coming winter and expects to be able to deliver the very best grades of coal at comparatively low prices.

The Chesapeake & Ohio Coal & Coke Co. has been awarded the contract for furnishing the city gas works at Richmond, Va., with Keystone gas coal for the next twelve months. The company secured the contract at \$2.90, which was only one cent lower than the bid of the Chesapeake & Ohio Coal Agency Co.

The three northern roads, the Great Northern, the Northern Pacific and the Soo, have made a voluntary reduction in coal rates from Duluth and Superior to local points in Minnesota and the Dakotas, which, members of the Minnesota State Railroad and Warehouse Commission estimate, will save the retailers and people of the state at least \$500,000. The roads operating in the southern part of the state have not yet been heard from, but it is expected that they will be forced to follow the lead of the northern roads and meet the reduction, as they did on grain rates, which the northern roads reduced recently. The cut made will cover practically every station on the lines of the three roads, except between the Twin Cities and the head of the lakes. But for the stations north, south and west of the Twin Cities there will be a general reduction. The reductions run all the way from five cents a ton to forty cents. The cut on bituminous coal is more than on anthracite coal, but the reduction on the latter is material. The territory affected is, of course, the entire northern part of Minnesota, where the roads run, and extends also into the Dakotas. The southern part of Minnesota, too, will get the benefit of the reduced rates, since the Great Northern gets into that territory. The rate to Pipestone, for instance, will be reduced, and the Pipestone rate is one that will affect rates into that general territory. An examination of the schedule filed by the Northern Pacific shows, for instance, a reduction of twenty-five cents on bituminous coal and fifteen on anthracite coal to St. Cloud, Clear Lake and Royalton, five and fifteen cents to Morris, ten and fifteen cents to Glenwood, ten and twenty-five cents to Stiles, Sauk Center and Gray Eagle, five and twenty cents to Little Falls, five and fifteen cents to Crow Wing, Motley, Wheelock, Baxter, Brainerd, Cedar Lake, Aitkins, Kimberly and Portage, ten and twenty cents to Tamarack, five and ten cents to Cromwell, five and fifteen cents to New York Mills, ten and twenty cents to Oakes, N. D.; twenty-five and thirty-five cents to Wyndmere, N. D.; twenty and thirty cents to Warner, N. D.; fifteen and twenty-five cents to Woodruff, N. D.; five and fifteen cents to Farmington, N. D., and Wadena. Battle Lake, Fergus Falls, Breckenridge, Wahpeton, Lake Park, Red Lake Falls, Grand Forks, Moorhead, Grafton and Wright are included among the stations that get a reduction of ten cents on soft coal.

## Western Coal and Coke Notes.

The Marion District Coal Association of Marion, Ill., has been dissolved.

Fire destroyed the Big Four Coal Co.'s buildings at Lockridge, Iowa, last week. The loss was \$3,500, with no insurance.

John Harvey, a coal operator of Denver, Colo., died last week as a result of scalds received at a hotel in Los Angeles, Cal.

More anthracite coal arrived at the port of Milwaukee, Wis., during the month of August than for the corresponding month of any previous year, the receipts reaching a total of 149,025 tons. The W. A. Rogers brought the largest cargo of hard coal ever received in Milwaukee, 10,666 tons, for the Milwaukee Western Fuel Co.

The coal receiving record for the port of Superior, Wis., was broken on September seventeenth for the second time this season, when

eleven cargoes were entered at the customs house, aggregating a total of 61,241 tons, all but one cargo of which was bituminous coal. The last cargo for the day was something over three thousand tons of anthracite coal. The best previous record was a little better than 53,000 tons.

A forty-one inch vein of coal has been reached in the shaft of the Girard Coal Co., which is located about a mile east from Girard, Kas. It is seventeen feet below the present vein, which is being worked and is said to be a splendid quality of coal, with a good roof, and will be easily worked. It is the intention of the company to open it up and work the new vein instead of the one they are working now. The present vein is twenty-two inches, while the new one is almost double, and 297 feet below the surface.

The shaft and top works of the Scandia Coal Co., Scandia, Iowa, are completed and regular operation of the new mine has begun. The coal is of very fine quality, varies from three and one-half to four feet in thickness and is almost entirely free from sulphur, stone or other faulty matter found in the other veins of coal formerly worked in and around Scandia. At present the prospects for a good business are very bright and with a good quality of coal will furnish a large number of men with employment.

The Crescent Coal Co. of Tacoma, which has opened and developed extensive coal properties at Littell, four miles west of Chehalis, Wash., has been made defendant in a suit for fifteen thousand dollars by the Chehalis Lumber Co. The suit is for breach of contract. The two companies were to build jointly a railroad into the timber of the lumber company and to the coal mines, and the latter company was to furnish one hundred tons of coal a day to be hauled out for a period of twenty years. As a matter of fact, it is alleged that but five hundred tons in all has been hauled. The petition asks for the appointment of a receiver.

The dispute between the miners and operators of Saline county, Ill., which has been hanging fire since the last joint state convention, has finally been settled in favor of the miners by D. J. O'Keefe of Detroit, Mich., president of the Longshoremen's union, who was appointed arbitrator in the case. This dispute was the only one not settled during the scale convention. The miners demanded that the old scale of fifty-one cents per ton be retained. This price had been in effect for six years and the miners objected to the reduction of three cents which the operators demanded, to meet the scale of prices prevailing in Williamson and Pope, the adjoining counties.

Employees who have been accustomed to secure anthracite coal at a reduced rate by reason of their connection with the Illinois Central railroad will be obliged to pay full price for their fuel this winter. F. H. Harwood, coal traffic manager of the Illinois Central system, has announced that the plan of allowing a rebate of eighty-five cents on each ton of coal purchased by Illinois Central employees will be abolished on account of restrictions placed upon the railroad company by the interstate commerce law. It has been the custom of employees to take a receipt for coal bought of local dealers and forward it to company headquarters and officials there would return a check for eighty-five cents on each ton. This reduction, however, applied only to anthracite. This new ruling applies in those states where the Illinois Central does not obtain its coal.

"The Truth about the Segregated Coal Lands" will be the name of a booklet prepared for the senatorial committee when it begins its labors in Indian Territory in the middle of November. According to those who know something about the segregated lands of Indian Territory and what they contain, there has been a lot of foolishness printed about the incalculable riches of these lands. That they contain vast quantities of very fine coal there can be no doubt, but that they are worth billions of dollars is extremely doubtful. Mr. J. G. Puterbaugh, of McAlester, I. T., sales agent for the McAlester Fuel Co., possibly the best informed man in the southwest on coal conditions, declares that much of the land segregated is not worth a great deal. The fact is that those who are loudest in their denunciation of the sale of the lands are the most ignorant of coal conditions.



## Eastern Coal and Coke Notes.

### New Eastern Enterprises.

Messrs. C. B. Couch, Frank Cox, E. A. Reid and J. L. Dickinson, all of Charleston, W. Va., and E. A. Humphreys of Denver, Colo., have incorporated the Four Cs Mining Co. of Charleston, with a capital stock of \$50,000, to engage in mining.

The Central Fairmont Coal Co. of Clarksburg, W. Va., has been chartered by the secretary of state and is preparing to begin operations at once. The company is chartered to buy, sell and lease coal, oil and timber lands, mine coal, manufacture coke, drill for oil and gas, construct pipe lines, build houses, saw mills and conduct a general merchandise business. It is capitalized at \$50,000, and the incorporators are W. C. Stoffer, Tremont, Pa.; William Moore, J. Hornor Davis, E. B. Templeman and C. E. Swartz of Clarksburg. The main object of the company is to mine and ship coal. A large mine is being opened on the Davis farm, east of Clarksburg, and will furnish employment for hundreds of men. The company owns a large acreage of coal in that vicinity and will develop it at once. The Baltimore & Ohio railroad has already made the side track to the proposed mine.

### General Eastern Coal and Coke Notes.

The Canaan Coal Co., Canton, Ohio, increased its capital stock from \$500,000 to \$1,000,000.

The Reliance Coal Co. has brought suit at Wilkesbarre, Pa., against the Pennsylvania Coal Co. for \$450,000 damages. The plaintiff declares that the defendant mined coal from lands that belonged to the Reliance Co.

The miners employed at the Clearfield & Ohio River coal mine, near Wheeling, W. Va., after having been out five weeks, returned to work, the trouble which has existed between them and the mine officials being amicably settled.

The engine room and dynamo house of the Ocean Coal Co. at Hermine, Pa., were burned at a loss of \$15,000. The mine is owned by the Berwind-White Co. About four hundred men will be thrown out of employment until repairs are made. The origin of the fire is a mystery.

Bituminous coal shipments of the Baltimore & Ohio Railroad Co. for July amounted to 2,105,997 tons, an increase of 262,685 tons over the shipments for July, 1905. Coke shipments amounted to 466,909 tons, an increase of 104,273 tons over July, 1905. Norfolk & Western railway shipments of coal for July aggregated 906,470 tons, an increase of 85,232 tons over those for July, 1905.

There are said to be one thousand cars loaded with coke tied up at Pittsburgh which cannot be forwarded to destination for thirty days. The new rate law is responsible. The coke is destined for El Paso, Texas. A new rate was made for its transportation, and under the new rate law it cannot go into effect for thirty days after its filing with the Interstate Commerce Commission.

It is said that there has been a general tying up of cars throughout the country for the same reason.

The new breaker at Pine Hill colliery at Minersville, near Pottsville, Pa., has been completed and the colliery resumed operations last week Monday. The old breaker at Pine Hill was burned to the ground in the early spring. The new breaker is of entirely original construction, the lower part of the structure, up to the chutes, being built of reinforced concrete, and the machinery is of the very latest design.

Foreseeing a shortage of mine props, due to the rapid devastation of the forests in the bituminous coal regions of Western Pennsylvania and West Virginia, the Forest Service of the Department of Agriculture has inaugurated a campaign for forest planting in this section. The results will be to secure a forest whereby the soil would be gradually enriched, valuable timber would be produced and eventually the pits caused by mining operations would be filled up.

Coal loading in the New River field for August aggregated 421,195 tons, an increase of 48,660 tons over the loading for July. Of 9,194 cars shipped 4,128 were loaded for tidewater. Coke shipments amounted to 389 cars, loaded at the following points: Beechwood, five; Stone Cliff, four; Macdonald, two; Turkey Knob, six; Collins, thirty-three; Harvey, twenty-nine; Fire Creek, thirty-seven; Ansted, 150; Rush Run, thirty-six; Brooklyn, eleven; Kaymoor, seventy-six.

The Philadelphia & Reading Coal & Iron Co. has determined to clear all the mine workings in the Heckscherville valley, near Pottsville, Pa., of water to make available large coal deposits which have been covered in drowned-out workings for years. The coal that will be reclaimed in this way will be so plentiful that a second breaker will be necessary in the Coal Castle district. All the mine workings are to be connected by railroad, a branch from Thomastown now being rushed. This additional coal development will add much to the future prosperity of Pottsville and the entire lower coal fields.

Northumberland county, Pa., coal region assessors have announced their determination to make the minimum valuation for the mineral rights of the coal companies five hundred dollars per acre. The assessment of mineral rights per acre must not be construed as the total assessment, which will be properly made on the coal companies' holdings, as it does not include improvements in any way. By fixing the minimum rate at five hundred dollars per acre the average assessment will be increased from \$131 per acre, and will increase the coal land assessments from an aggregate of \$5,159,119 to \$19,561,500.

Nearly one hundred houses were damaged by a serious cave-in which occurred at Plymouth, Pa., early one morning of last week. Fortunately no one was hurt. The squeeze proper is in the red ash vein of the Gaylord colliery, operated by the Kingston Coal Co., but the

Plymouth Coal Co.'s property adjoining is also seriously wrecked. As a result of the shakeup the Gaylord colliery, employing 500 hands, will be idle for an indefinite time. The present cave-in is a grim reminder of the disaster on February thirteenth, 1894, by which thirteen miners were entombed and killed. When the memorable disaster of long ago was enacted the vicinity of these underground workings was regarded with such awe by the men that the officials permitted the place to be flooded. The water served as a protection to the pillars and in various ways kept the roof from settling. This body of water was tapped two years ago and pumped out to enable the operators to get at a two hundred foot strip of coal that had been left standing. This removed, the hillside was left unprotected and the caving of the surface has been frequent of late.

The Hoffman Drainage Tunnel of the Consolidated Coal Co., a description of which was given in THE BLACK DIAMOND of August eighteenth, is now practically completed, and the dams holding the water to the limits of the pumps have been broken, giving the water a free flow by gravity to the open. Upon turning the water into the tunnel time was observed, and it was found that it required two hours and fifty minutes for the water to reach the outside portal of the tunnel, which is over two miles in length. The depth of the water varies from one to two feet throughout the tunnel, and a steady stream is now flowing from its mouth, discharging about nine million gallons of water every twenty-four hours. The tunnel is eight feet wide and the same in height, and the heavy volume of water will be gradually increased as the ditches and drainage headings throughout the mines are completed. The pumps at the bottom of the new shaft have ceased work, as the water finds its way out through the tunnel. This tunnel is intended to drain the mines that have formerly been drained by immense pumping stations at an enormous cost to build and maintain, and will carry on to Cumberland, by way of Wills creek, the greater part of the water that in ordinary weather has been flowing into the Potomac river at Piedmont, W. Va., by way of Georges creek. A handsome and substantial concrete arch is in course of construction at the mouth of the tunnel, and it will bear the following inscription: "1903-1906; Hoffman Drainage Tunnel, length, two Miles." Concrete walls will be constructed to break the force of the water as it issues from the tunnel, and to turn it into the channel of the run by which it reaches Wills creek. This was one of the largest mining engineering feats ever attempted in this region. The water from the tunnel flows into Hoffman run, thence into Braddock run, to Wills creek, the amount being emptied into Hoffman run from the tunnel being about ten times the volume of water usually found in that stream. It is strongly impregnated with sulphuric acid and sulphate of iron, and the stone in the bed of the streams down to the narrows,

just above Cumberland, Md., have already assumed a reddish brown color. It is understood that a tunnel is now being dug to old workings abandoned many years ago, but which the company has been unable to work on account of the vast amount of water that could not be kept down with the pumps. In this connection it is also stated that the Consolidation Coal Co., which owns large tracts of big vein coal land at near Vale summit, part of which they have been able to work and have shipped by way of the George Creek & Cumberland railroad, will soon make use of an old tramroad around the mountain side from the Pompey old slope mine to the dump at Hoffman mine, to carry coal from the old mine, which will again gradually be put in full operation. It is understood that the old tramway will give way to a modern motor line for hauling the coal to the Hoffman dump. This will likely at the start give work to about fifty additional men.

## Southern Coal and Coke Notes.

### New Southern Enterprises.

The Bennett-Wilder Coal Co. has been incorporated at Tinsley, Bell county, Ky., with \$12,000 capitalization, by P. E. Bennett of Jellico, Tenn., and J. F. Wilder and L. M. Wilder of Corbin, Ky.

The Grasty Coal Co. has been organized at Marrowburg, Ky., in the Elkhorn coal field, with a capital of fifty thousand dollars, to develop a thirteen-foot coal vein. Knoxville, Tenn., parties are said to be among the stockholders.

The Southern Jellico Fuel Co. has been incorporated at Jellico, Tenn. Mr. J. L. Williams, president of the company, has been engaged in the Southern coal industry for twenty years, and he will have charge of the offices at Jellico, Tenn. Vice-President and General Manager D. W. Jones, for ten years manager of the sales department of the East Tennessee Coal Co., will have charge of the sales department. This company intends in the near future to acquire lands in the Jellico district and mine its own coal, but is at once prepared to supply steam users with Jellico and Blue Gem coals.

### General Southern Coal and Coke Notes.

The East Kentucky Coal Co. has purchased and will further develop the properties of the Muddy Branch Coal Co. in Eastern Kentucky.

President Edward Flynn of District No. 20 of the United Mine Workers of America, is authority for the statement that he believes practically all the union miners will soon have employment. According to the claims of the local unions, there were 3,700 men still on strike at the time open shop was declared for not long since. Many of these have already gone to work and positions are being made for others. The larger industrial companies have been running their mines on an open shop basis for two years now, and no opposition has been made to receiving the men back.

*Delaware Lackawanna & Western, A. A. C.*  
*mines and carries to market*  
*Scranton Coal*  
*D. C. Schuman Agent*  
*Shipments "all rail" and from yards*  
*and docks at Chicago and Toledo.*  
*Chicago Office 1005 Old Colony*



## The Hocking Valley Trade

COLUMBUS, OHIO, Sept. 27.—(Special Correspondence.)—The Columbus coal trade is jogging along sociably, with everybody feeling good, except for the one sore spot of car supply. The chief matter of current interest is the anticipated advance in prices, which, without being formally announced as yet, is regarded as one of the certainties for October first. Domestic lump will probably be increased from \$1.65 to \$1.75, although there is a healthy sentiment in favor of \$2.00. The Zanesville Coal Co., at Zanesville, Ohio, the prominent figure of the thin vein operators of the Hocking district, is already out with its new circular, quoting domestic at \$1.75.

A significant feature is the presence in the city this week of a number of robbers from Chicago and other points. There is no material change in conditions. Everybody appears to have all the business they can take care of, and many are behind with their orders. The market is strengthening as the season advances, and coal men generally are taking very rosy views of the future, which seems to promise unlimited business at good prices, conditioned upon reasonable weather. The activities of the big companies are expected to be occupied in a greater degree than for a number of years with the needs of the northwest, leaving a clearer field after navigation closes for those who depend largely upon local territory.

### Enforcement of Air-Brake Law.

Operators are looking with some concern upon the probable effects of the rigid enforcement of the interstate commerce law, beginning October first, which requires seventy-five per cent of the cars of all trains to be equipped with air-brakes. Notice has been received of some twenty-seven railway lines which will refuse to receive at junction points any cars not so equipped. Of the eleven thousand coal cars of the Hocking Valley system, some four thousand, it is estimated, are thus thrown out of service for general shipping purposes. The lake trade will be benefited by the utilizing of these cars, but after navigation closes they will be practically useless except for traffic between way points, in so far as they are not made to conform to the law. Just what figure this will cut in the car shortage is a matter of conjecture.

There is a further menace, from the standpoint of coal men, in the apparent zealousness of the new state railway commission to enforce to the letter the unfit-for-service law regarding minor repairs, which will send many cars temporarily to the shops. Seven suits were instituted against the Hocking Valley at Toledo this week. While the coal-carrying roads are making all haste possible to relieve the situation by placing back-number rolling stock with new and in putting such old cars as are worth while into proper shape, it is felt that their transportation facilities will be found to be materially reduced when it is needed the worst.

Representatives of West Virginia interests having headquarters here report no better per cent of car service than exists in the Hocking territory, with the demands of trade even more strenuous. War Eagle smokeless is quoted at \$2 for lump and egg, and no further domestic business is being taken for delivery before December. Black Betsy splint is unable to meet demands, the circular price being \$1.75 for domestic lump.

### GENERAL AND PERSONAL NOTES.

Thomas H. Werker, chief clerk to the State Mine Inspector, has resigned his office.

J. P. Guild, of the Pittsburg & Belmont Coal Co., Cleveland, was in town on Monday.

Burt Nichols, of the Trojan Coal Co., Troy, Ohio, was calling on local operators Tuesday.

Jay Gaines, sales agent of the Hisylvani Coal Co., spent the early part of the week in Detroit.

E. S. Van Sant, vice-president of the Globe Coal Co., Chicago, was calling upon operators here Tuesday.

J. G. Brown, of the Brown & Brown Coal Co., Detroit, made a business trip to Columbus early in the week.

William Wallace, president of the Hamilton & Wallace Coal Co., Saltillo, Ohio, was in the city on Monday.

Ford R. Cate, secretary of the Ohio Wholesale & Retail Coal Dealers' Association, is in Detroit on business.

Will Golvin, of W. A. Golvin & Co., and C. B. Granby were prominent Toledo coal men in town the fore part of the week.

Wm. S. Harman, president of the Harman Coal Co., Chicago, was among the foreign buyers looking into conditions here this week.

E. F. McManigal, land agent of the New York Coal Co., was in Toledo this week, attending the state conclave of the Knights Templar.

W. Z. Parkman, mining engineer in the employ of the Sunday Creek Co., was married on Wednesday evening to Clara E. Kohl, of Columbus.

Frank A. Prendergast, president of the Baltimore & Ohio Coal Co., has been called to his summer home at Ripley, N. Y., by the serious illness of his wife.

A. B. Willson, president of the Capitol Coal & Coke Co., spent a few days this week at his old home, Belle Vernon, Pa., arranging for the removal of his family to this city.

J. W. Blower, president of the Hisylvania Coal Co., has just completed a trip of inspection in the Fairmont and Morgantown districts of West Virginia in the interest of Pittsburg parties.

Charles Q. Davis, well known in local coal circles, is exploiting a Mexican mining enterprise, to be known as the Bankers' Mining & Development Co., with a capitalization of \$20,000,000.

Homer C. Gill, a well-known retail dealer, has sprung a surprise on his friends by the announcement of his marriage to Luella Anna Bing, which took place secretly on August eighteenth.

A receiver has been appointed for the Corning mine, of the Chicago & Hocking Coal Co., growing out of a disagreement among the bondholders. An early adjustment of the trouble is expected.

Receiver R. C. Wharton has asked permission of the courts to sell the McLeish coal mining property at Gloucester, Ohio, to W. S. Courtright for \$20,000, the highest bid brought out by the official advertisement.

George Wallace, president of the Washington Fuel Co., is at Marion,

Ill., superintending the opening of the company's new mine at that point. It is equipped in a thoroughly up-to-date manner and will have an output of one thousand tons daily.

Annual reports of the Toledo & Ohio Central and the Kanawha & Michigan railways, just filed an increase of gross earnings from the coal traffic of \$2,152,762 for the former road, and an increase of \$209,677 for the latter, as compared with the previous year.

President Kachelmacher, of the Columbus & Hocking Coal & Iron, has given out the statement that the concern shows a net surplus earned during July of \$4,097, and that the figures for August and September will disclose a still more gratifying condition.

An important contract has been closed by the Dean Coal Co., by the terms of which the entire output of its Belmont mine, Pittsburg No. 8, located on the Baltimore & Ohio, is sold to the Clearfield & Ohio River Coal Co., of Moundsville, W. Va., up to April first, 1908. The mine has a capacity of from five hundred to one thousand tons per day.

A suit growing out of the sale of the Columbus Gas Coal Mining Co. to the Pittsburgh Coal Co. in 1900 has been filed by J. M. Goehring, against George M. Merritt. Goehring claims that he held a one-eighth interest and was induced by Merritt to sell under promise of receiving a share of the commission which the latter realized, amounting in all to \$110,000, Goehring asking \$687 as his portion.

Plans have been perfected by the New Pittsburgh Coal Co. for the opening of two new mines on a two thousand-acre tract owned by the company in Athens county. The contracts for the first one are about ready to be let. It will have a modern equipment costing \$150,000, giving a capacity of eighteen hundred tons a day, and making it one of the largest mines in the Hocking valley. The second mine will be opened later. A central power house will supply current for both.

The Columbus & Hocking Coal & Iron Co. has removed its headquarters from the First National Bank building to the Harrison building, where it will occupy the entire eighth floor. More room was made necessary by increased operations incident to the business of the million-dollar brick plant which the company now has in course of construction on its lands in the Hocking valley. The new offices are equipped with every modern convenience, including private telegraph and telephone lines, which keep President Kachelmacher in instant touch with every part of the company's activities.

A meeting of local coal men was held on Wednesday with the object of organizing for a Columbus korusation of the order of Kokoal. The matter is in the hands of C. M. Anderson, of C. M. Anderson & Co., skout for Columbus, and Frank Kohne, of the General Hocking Co., skout for central Ohio outside of Columbus. The formal ceremonies will take place somewhere about October twenty-sixth, at which time it is expected to have a number of the supreme officers present. Between forty and fifty coal men of Columbus and surrounding towns will comprise the membership at the outset.

Still another matter affecting the retail coal dealers of Ohio has been brought before the State Railway Commission for an opinion. It involves the right of a railway to charge a tariff for transferring a car from one road to another within the shipping limits, or whether it must confine itself to the \$2 switching charges allowed under the statutes. The complainant is the coal firm of Jacob Rapp & Co., of this city, which was compelled to pay \$6.50 for the transfer of one car from the Norfolk & Western to the Baltimore & Ohio. The distance was less than five miles, which the law fixes as the switching limit.

Should you be in the market for Kanawha Splint and Gas or New River Pocahontas Smokeless Coals just drop the hint to the

**KANAWHA & OHIO FUEL CO.**  
MINERS and SHIPPERS  
405-406 Hayden Bldg. - Columbus, Ohio

Mine 31. — Shafer Mine

**New York Coal Co.**

General Offices  
Columbus, Ohio

C. W. Thompson, Secy-Treas.

Detroit Office: 88-90 Griswold Street  
H. G. Merideth, Vice-Pres.

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**Superior Thick Vein  
Hocking Coal**

Our Leader:—"Manhattan"  
lump rescreened, prepared  
especially for the retail trade

Steam users will find our coal superior and our shipments regular and satisfactory. Write us for prices.

**Sunday Creek  
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PRODUCERS

**Sunday Creek  
Hocking Coal**

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General Offices:

**OUTLOOK BUILDING  
COLUMBUS, OHIO**

A. B. Willson. Jas. A. Henchey C. S. Binns

**The Capitol Coal &  
Coke Co.**

MINERS AND SHIPPERS

**Pocahontas,  
Youghiogeny,  
Thacker, Hocking.**

**Capitol Splint and  
Westmoreland Gas Coal  
FOUNDRY, FURNACE AND  
DOMESTIC COKE**

Columbus Savings and Trust Building  
**COLUMBUS, OHIO**



### Foreign Coal and Coke Notes.

Eleven thousand coal miners of the Rhymney valley, near Cardiff, Wales, struck on September first against the employment of non-union men, and ten thousand more gave notice of their intention to leave their work for the same reason.

John Stanley Hough, Albert Charles Ferguson, barristers; Charles Williams, accountant; Max Finkelstein and Wilson Mowbray Graham, all of Winnipeg, Manitoba, have been incorporated as the Canada West Coal & Coke Co., with a capital stock of two million dollars.

The discovery of anthracite coal in Canada has been announced by the Minister of Mines in the Legislature of On-

tario. The report is that extensive beds of anthracite exist on the Hudson bay slope, in the neighborhood of Albany river, which forms the dividing line between Ontario and the Northwest Territory.

An eight-foot vein of high grade coal is reported to have been encountered on the property of the Michel Mining Co., located seven miles from Crows Nest pass, British Columbia. The vein was encountered in a tunnel which had been driven in only thirty feet. The coal found on the property is bituminous and analysis shows it to run higher than that of the Fernie mines.

The manufacturers of Toronto and eastern Canada generally are calling for the removal of the duty on coal. The government derived \$2,206,283 from this

source last year. Anthracite coal is free and the duty falls on the bituminous. The companies in Nova Scotia and the maritime provinces, which produce the soft coal, are opposing repeal. They say that even with the aid of the duty they cannot compete with the Americans in the market west of Montreal.

The coal mines of Manchuria are described by the Belgian consul at Tientsin. The Russians did not achieve success in the mine they opened at Yentai, and abandoned them in favor of mines at Fuchung, situated east of Mukden, on the Hung-Ilo, which Mr. Tanaka, director of the bureau of mines at Tokio, states are very rich in coal. Their value has been estimated at \$150,000,000 to \$250,000,000. From borings carried out by the Japanese it appears that in one part of the Fuchung district the

layers of coal are one hundred feet thick and of good quality. A sample of inferior Manchurian coal recently analyzed at Tokio was declared to be superior to the first quality Japanese coal.

The Phoenix and Hoerder companies, two of the largest coal and iron concerns in Germany, have decided to consolidate their stockholders. Meetings have been called for October tenth to approve the plan, which includes an increase of \$2,500,000 in the capital of the amalgamated concern. The present capital of the Hoerder Co. is \$6,735,000, and that of the Phoenix Co. \$8,750,000. The aggregate capital of the amalgamated companies, including debts, will be \$20,250,000. The capitalization is exceeded by only two other coal and iron companies in Germany.



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# THE BLACK DIAMOND

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★★★

CHICAGO  
CINCINNATI

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\$3.00 PER YEAR.

## General Review of the Markets.

The general aspect of the coal trade continues to grow brighter as the season advances. If we could go behind the scenes and take a look at the weather man we would probably find that he is having hard work to keep old "Indian summer" any longer in this latitude. We may expect old Jack Frost to come along any morning with enough temerity to stay a while. When he does, something will be doing in the coal bin. Jack Frost, an anxious dealer and an empty coal bin form a trio at this time of the year in which every coal man is interested. It is gratifying to know that the general demand throughout the country for all classes of coal is on the upward trend and that prices are firm. Since there are no labor troubles to amount to anything, a brisk fall business will become a reality just as soon as the weather man presses the button and manufactures a little frost. From every part of the country we receive encouraging reports. The West Virginia districts assert that the demand is fair, that prices are about the same, and that labor shortage and car stringency are affecting prompt deliveries. Dealers are optimistic in Toledo, where the demand is fairly good. Encouraging reports also come from Kansas City. In this western section it is claimed that there is an increase of business to date as compared with last year. Some labor troubles are predominant in Arkansas and the Indian territory, but since they have not developed extensively the effect on the market is not noticed.

### Western Bituminous Market Shows Little Change.

The western bituminous market is characterized by a good healthy demand for domestic sizes. Operators in most parts of the country have more orders than they can fill promptly on account of the car stringency. The Indiana State Railroad Commission has been making a detailed investigation of freight congestion on the railways of the state, and it is gratifying to know that the conditions have been somewhat relieved. There is a great scarcity of cars in southern Indiana territory, although more coal was moved this week than formerly. The mines have been running about one-half time, and, although the prices on most of the grades of coal have advanced, yet the operators can not take advantage of them, because they can not secure sufficient cars to make deliveries. Retailers claim that domestic business is picking up everywhere. There is a good demand for gas coals. Although there is a slump in screenings this week, it is hoped that the regulation of supply and demand will place the market in a normal condition in the near future.

It is obvious that the greatest hindrance to coal production at this season of the year is the lack of transportation facilities. Just at the present orders are in excess of the supply. This condition will grow worse as the season advances.

Regarding the supply of Pittsburg and Youghiogheny coal it should be noted that there is a large increase over the supply of 1905, but in the case of the West Virginia coals, receipts show a falling off.

Northern, southern and central Illinois fields are each producing more coal than last year. The central part of the state, however, shows a decrease. This may also be said of Brazil block and other miscellaneous bituminous coals from the Indiana field. In considering the coals which came into the Chicago market, it is found that there is an increase in the amount of bituminous received last month as compared with 1905. There are a large number of reports to the effect that mines which have been abandoned are to be operated. Everything goes to show that the supply of coal will increase in every part of the country. There are very few labor troubles to mitigate the production.

The effect of the car shortage on the market is most predominant in the bituminous market. The Hocking Valley mines are running only about one-half time because operators can not ship their production from the tipples. The dock prices on almost all grades of bituminous coal are being maintained in northwest territory, and there is a demand for all the bituminous coal which can be shipped into this territory. From Detroit we get the report that all grades

of bituminous coals are strong, that many concerns are not taking more orders, not being in a position to promise a date of delivery. The transportation facilities throughout Ohio have been greatly affected by the enforcement of the Ohio law which requires that air brakes be attached to all freight cars. This ruling has thrown out of service hundreds of cars which have been sent to the shops to be overhauled. There does not seem to be any radical change in the Pittsburg district. The heavy shortage of coal continues, and no radical change is expected soon. Prices remain about the same as last week. Slack coal is slightly advanced. Operators are not in a position to keep up with the rush of orders.

### Eastern Bituminous Market in Good Shape.

Fair demand and current prices are reported from West Virginia districts. In this section labor shortage is affecting the coal supply. Baltimore can not get sufficient coal to fill orders promptly. Advance in prices is predicted on account of car shortage, and the mines in the vicinity of this market are producing only about half of their capacity. The Atlantic seaboard trade shows a stronger tone, and there is an urgent demand for bituminous coal to supply the tidewater trade. The market is firm in Buffalo and is characterized by no increase in prices or demand.

The anthracite trade this week is on the upward trend. There is a report from Detroit to the effect that a brisk demand characterizes the trade, though the car shortage is acute. In Baltimore the business is slow. There is a contemplated increase in retail prices, because dealers claim it cost more to handle coal this season than formerly. The few days of cold weather had its usual effect, but did not produce a noteworthy demand. There is no notable change in the market at Buffalo during the week with the exception of the usual activity incident to the lateness of the season. Line order business, however, is reported more active than last week. Almost all anthracite mines are working full time. The lack of transportation facilities is lessening the supply at dock ports and coal reservoirs, but of course there is sufficient quantities of coal in storage to meet the normal demand of the fall trade. The three-year agreement between the operators and miners, which no doubt will settle labor troubles for some time, may be taken as one of the causes for explaining why the retail trade is not more heavy. When no labor troubles are in sight the dealer is induced to wait until the last moment before placing his orders.

### The Lake Trade Active.

The lake trade during the week is above the average. As compared with last year it is asserted that the tonnage is much greater, and little coal will be held after the close of navigation. Much coal is being transported by river from Pittsburg. It is reported that many new barges are being built, which in the future will relieve the car shortage conditions. Buffalo reports that lake shipments are much lighter this week because of the greater demand for ore and grain boats. However, September shipments show a large increase over those of last year. Many of the big steel hopper cars at this time are being used in this section for the transportation of agricultural products. It is gratifying to know that several of the railroads are doing all in their power to relieve car shortage conditions. The Pennsylvania railroad has ordered twelve thousand freight cars, and it is reported that the manufacturers of cars throughout the country are way behind in their orders. This simply goes to show that the railroads are attempting to secure sufficient cars to meet the demand. How many of these are necessary to supply the places of cars which have been worn out by service is not generally known. The demand for coal in the northwest will increase just as soon as the cut rates on the Northern Pacific, North-Western and Soo railroads go into effect. The schedule of cut rates of these companies were filed some time ago, but since they did not go into effect in thirty days dealers have been holding off their orders expecting to take advantage of the lower rates.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, October 5, 1906.

The hopeful smile on the face of the coal trade this week indicates that better things are coming in the near future. Although the mild weather does not induce the consumer to think about that empty coal bin, yet just as soon as the weather prophet can get out his first batch of frost in sufficient quantity to make the consumer say good bye to the ice man orders are sure to come in so rapidly that it will be impossible to fill them promptly on account of the car shortage. The market in general is characterized by a good healthy demand for almost every kind of coal. The usual dullness after a rise in prices is gradually vanishing and the advance of the season is sufficient cause to keep this demand active till cold weather comes along to wake up the retailer from the state of dormancy which has characterized his activity for some time. Of course, the producing companies are behind on their advance orders occasioned by the lack of transportation facilities. It is obvious that the car shortage is growing more acute every day, and there does not seem to be any hope of relief until the close of navigation. It is gratifying to note that the market is firmer than last week. The demand for domestic sizes, as would be conjectured, is in the lead, due to the slight activity on the part of the retailer. If warm weather continues, as is probable from the meteorological reports, the market will remain quiet. In other words it is up to the weather man now to produce the activity in the coal trade which usually predominates at this season of the year.

#### Car Shortage Not Improved.

The effect on the market of not having a sufficient number of cars to move the coal as rapidly as it is mined depends upon the relation of supply and demand. At the present time it helps to maintain prices on most grades of coal. If there were sufficient cars with the present demand to move all the coal that could be mined the bottom would fall out of the market without a doubt; the operators would lose a large amount of money on demurrage and there would be a general cessation of mining, which would probably be followed by a scarcity of coal. It would thus affect both the consumer and operator. This result, however, would take place only with the present demand; but when the regular fall demand arrives, which is sure to come with the first cold snap, the result will be very different. The extra cars will only be sufficient to deliver the coal on current orders. It therefore, follows that since thousands of cars are now detailed to carry the very heavy agricultural products of the west and northwest, we shall have a car shortage as soon as the fall demand begins, which will outdistance our anticipations. Dealers therefore, should order their fall stock at once. At the present time throughout the Illinois territory the lack of sufficient transportation facilities has caused many of the operators to discontinue mining for several days each week. One operator, after making a computation of mine production, asserts that he has been producing only forty-eight per cent of his regular capacity on account of the fact that he can not get the cars to transport the coal from the tipple. This condition is much worse in West Virginia than in the western fields. The mines are running only three days per week in the New River district and the outlook for better service is very discouraging. The lack of cars is being felt at the docks which are not receiving the usual supply of storage coal. All these circumstances go to show that the conditions are bound to

grow worse with an increased demand. There does not seem to be any hope of relief as the railroad companies will not purchase a large quantity of cars for this rush season when they know that a large percentage of them must lie idle during a large portion of the year, when there is the normal demand for transportation agencies.

#### The Anthracite Market.

It is not expected that there will be any change above a good healthy demand for anthracite until the consumer begins to shiver. He knows, of course, that he must have coal, and that the bin is empty, but he has implicit trust in the dealer to deliver coal at once, and therefore he goes on as if the summer sun will continue to furnish sufficient heat till the end of his days. The dealer has this same confidence and he will not wake up to the situation till some morning he gets a bunch of orders. Then he will find that his brother coal man is short on coal and he will have to wait his turn. Of course, there are some wide awakes who are preparing for the winter demand before the fall rush which causes a constantly increasing number of orders on account of the advancement of the season. There is much complaint of cars to carry the regular production of the mines, but this does not seriously affect the market, as there is generally enough coal coming in to supply the demand. It is asserted by some that the reluctance of the dealer is partly explained by the fact that the old time twenty to thirty-ton cars have been superseded by the forty to sixty-ton capacity. When the dealer could order only twenty tons he often would place an order early and wait till later in the season to buy the balance of his coal; but in the case of the large car he figures that he is going to have considerable money tied up in coal for several weeks perhaps and therefore he delays until the demand forces him to buy.

#### The Western Bituminous Market.

The coal trade of Illinois and Indiana shows a slight improvement over last week. Cars are very scarce and mines are running only about two or three days per week. This condition has somewhat mitigated the supply, making the market a little firmer. The country demand for Carterville makes the price about fifteen cents higher than the local schedule. Six-inch lump and egg are quoted at \$1.65 f. o. b. the mine or \$2.65 f. o. b. Chicago. The demand for No. 1 washed has not yet fully developed, but the prices are firm at \$1.65 f. o. b. the mine or \$2.16 f. o. b. Chicago; No. 2, \$1.60 f. o. b. the mine or \$2.60 f. o. b. Chicago; No. 3, \$1.40 f. o. b. the mine or \$2.40 f. o. b. Chicago; No. 4, \$1.25 f. o. b. the mines or \$2.25 f. o. b. Chicago; No. 5, 85 cents f. o. b. the mine of \$1.85 f. o. b. Chicago. The quotations on Trenton coal (sootless) in box cars is as follows: Six-inch lump, f. o. b. the mine, \$1.75; two and a half-inch nut f. o. b. the mine, \$1.50.

The Green and Sullivan county coals show a good demand for domestic sizes. On account of scarcity of cars it is not possible to ship the full production of the mines. As a result they are running only four days, and even at that not all mines are in operation. It is estimated that the production does not equal more than sixty per cent of the full capacity. Prices are firm; mine-run, \$1.75 f. o. b. the mine; inch and a quarter lump, \$2 f. o. b. the mine, and four-inch lump, \$2.15 f. o. b. the mine.

The market on Springfield coals is characterized by a scarcity of inch and a quarter lump, which is quoted at \$1.25 f. o. b. the mine or \$2

f. o. b. Chicago. Lump and egg are bringing \$1.50 f. o. b. the mine and \$2.25 f. o. b. Chicago. Mine-run is in somewhat better condition than it was last week. Prices are, f. o. b. the mine, \$1; f. o. b. Chicago, \$1.75. The market on screenings is the same as last week, with price ranging from seventy-five to ninety cents f. o. b. Chicago. Some screenings are reported to have been sold for ten cents less than freight.

#### Eastern Coal in Good Demand.

The splint market shows a brisk demand. The requirements of the trade have not assumed any extensive proportions yet, but as soon as the fall rush begins it is expected that it will not be easy to supply the demand unless the car stringency is eliminated. Winifrede splint lump is quoted at \$3.90 f. o. b. Chicago in open cars or boxed. Washed nut, \$3.80 f. o. b. Chicago in open cars; Kanawha splint (in open cars only), \$3.90 f. o. b. Chicago. The Fairmont operators are suffering, as well as others, from the car shortage. Prices are \$3@3.10 f. o. b. Chicago for three-quarter-inch lump. Gas coal is in good demand. Youghiogeny has been characterized by scarcity for the past two months. The car shortage has permitted the demand to run way over the supply. Prices are very firm and subject to advance at any time. Three-quarter-inch is quoted at \$3.20@3.30 f. o. b. Chicago; inch and a quarter, at \$3.20@3.40 f. o. b. Chicago, and mine run from 3.10@3.20 f. o. b. Chicago.

#### New River and Pocahontas.

The market for Pocahontas smokeless has improved. Why a chain of circumstances should have produced the condition of last week is hard to explain. Yet it is rumored today that there is a large quantity of Pocahontas coming westward, some two or three thousand cars. May it be hoped that this was "smoke" and not the smokeless. Prices are maintained at \$1.35 f. o. b. the mine for mine run; \$2@2.25 f. o. b. the mine for lump and egg. It is said that there is a great scarcity of New River lump and egg. Some operators refuse orders, not knowing when they can get the coal, on account of the car shortage. The mines are running only three days per week and there is no assurance of better conditions. Production is also affected by shortage of labor. The prices on New River are firm at \$1.35 f. o. b. the mine for mine run and \$2@2.25 f. o. b. the mine for lump and egg.

#### Hocking Valley Trade.

The car supply is reported better this week than during the last fortnight. The trade is also much better than last year at this time of the season and the market is characterized by a good healthy demand requiring only a cold snap to make the business strenuously active. The new Hocking circular issued October first quotes lump at \$1.75; three-quarter-inch, \$1.65; mine run, \$1.40; domestic nut, \$1.25; nut, pea and slack, eighty-five cents f. o. b. mines.

The outlook for brisk business in the future is very promising. It is noted with interest that the shipments to lake ports is much larger than last year at this time, which would indicate that the docks will be in a better condition to take care of the increasing business which may be expected from now on. Of course, the all rail trade is seriously affected by car shortage, which will continue for some time. The scarcity of labor is also affecting the supply of coal. This probably is occasioned by the large demand for labor in all lines of commercial and industrial activity and especially in taking care of the



large crops in the west and northwest. The prices on all grades of coal are gradually working upward. Operators and dealers are optimistic and any morning they feel that they may wake up and find themselves too busy to think about getting orders. The great problem working most of the trade is how to get sufficient coal to supply promptly the demand under attendant conditions.

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## Market Conditions and Trade Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, October 6, 1906.

The Cincinnati coal market continues in about the same condition that it has been in for several weeks. It is firm and growing firmer all the time. Almost without exception, every coal concern visited today by THE BLACK DIAMOND man reported either that it has no coal for sale at present or that it is not taking any new orders at all. Most of the Cincinnati selling agencies are from four weeks to ten weeks behind on their orders at the present rate of the car supply, and they argue that it would be foolishness to make prices on business farther into the future than they now have their output sold. An average of eight weeks from the present time brings the date of delivery up past the first of December, and when the first of the winter months comes around, the weather conditions are usually such that delinquent buyers of coal are forced to lay in stocks, and as they buy because they can not help themselves, it is not wonderful that prices are run up on them. The producers and sellers of coal are well aware of this, and they do not care to sell so far ahead that in case there happens to be a good current market, they will have no coal with which to take advantage of favorable conditions. The wholesalers are now having their innings, and most of them are making scores by obtaining good prices for their product. The retail dealers and other buyers of coal had their inning early in the season when prices were very low, and many of them failed to score by buying at that time.

There is practically no market price on either splint or smokeless coal, wholesale, here. Quotations of \$1.60 a ton on the former, and \$2.25 on the latter, at the mines, have been recalled by a number of agencies, but these prices are probably as nearly the market as it is possible to get at this time. Run-of-mine is selling at all multiples of five from \$1.05 a ton at the mines to \$1.25 for splint, and \$1.35@1.50 for Pocahontas and New River. There is a positive scarcity of all kinds of smokeless coal.

### Serious Car Shortage.

The car supply on both the Chesapeake & Ohio and the Norfolk & Western railroads is in no way improved over what it has been for several weeks, and that is the worst ever known in the history of either road. The actual supplies of cars amounts to between twenty-five and thirty-three and a third per cent of the capacity of the mines on both the C. & O. and N. & W. The Louisville & Nashville is giving its coal patrons much poorer service than it usually does; but at that it is far better than either of the roads mentioned. The Baltimore & Ohio railroad is still badly blocked with freight of all kinds, and its coal business is suffering more than any other. None of the railroads will make any promises regarding a better car supply. They simply say that they will do the best they can.

The retail business of this city is fair, a number of concerns reporting business really good. There is still a little cutting of the \$3.25 a ton price on splint lump delivered, but aside from this, the retail market is firm and improving. Smokeless is still selling for four dollars a ton delivered, and anthracite \$7.50. Nut and slack for steam purposes ranges from \$1.90@2.25 a ton delivered to large factories, breweries, office buildings and such places. Coke is quite firm at prices quoted some time ago.

The rather heavy receipts of river coal in this market this week have had absolutely no effect upon prices of coal afloat. The stock of river coal was getting down pretty well, and the receipts this week kept a number of concerns from going into their yards. River lump is worth from seven and one-half to eight cents a bushel afloat in barges, and nut and slack from five to six and one-half cents a bushel afloat.

### NEWS NOTES AND PERSONALS.

Nat. J. Scott, of the Scott Coal & Coke Co., Chicago, was a Cincinnati business visitor during the week.

H. C. Thompson and W. E. Cassidy, of Lexington, Ky., have leased the Waldensia mine, at Waldensia, Tenn., on the line of the Southern railroad.

C. J. Warnock, president of the Wallsend Coal & Coke Co., and a resident of Pineville, Ky., spent several days this week in Cincinnati. He is also one of the incorporators of the new Louisville & Atlantic Coal Co.

Fred C. Todd, the popular president of the Damascus Coal Co., was called east the latter part of last week on account of the death of his mother. His many friends are sympathizing with him in his bereavement.

W. S. Howell, well known in the wholesale and retail coal business of the Cincinnati district, has cast his lot with the Damascus Coal Co. and is now on the road for that concern. Mr. Howell has many friends in the trade.

T. R. Morgan, general manager of the Pocahontas Co., and general sales agent of the Kentucky Block Cannel Coal Co., went to Lexington, Ky., Wednesday on business connected with the latter concern. Mr. Morgan has the distinction of being the largest seller of cannel coal in the United States.

W. P. Deppe, formerly connected with the passenger department of the Big Four railroad, but who got into the coal business a year or two ago by purchasing a large interest in the Consolidated Anthracite Coal Co., of Spadra, Ark., is visiting friends and relatives here. He is now connected with a large producing company in Nova Scotia.

R. A. Jaynes, manager of the Darby Coal & Coke Co., is spending the week in Cincinnati. Mr. Jaynes has been spending most of his time at his company's mines in Virginia for the past few months, and while he says the output of the mines has been largely increased, he is far behind in his orders. Mr. Jaynes introduced "Darby" into this market.

Charles E. Hall, formerly president of the Wallsend Coal & Coke Co., Wallsend, Ky., but who sold out his interests in that concern to Harry P. Jones, president of the Big Hill Coal Co., is in the city for a few days renewing old acquaintances. It is said that Mr. Hall may locate in Cincinnati and establish a wholesale coal brokerage business.

The heavy rains of the past week caused a substantial rise out of the Kanawha river, and allowed the shippers from that stream to market here nearly all the coal they had loaded ready for shipment. The shipment amounted to about one hundred barges containing about 1,300,000 bushels, or in round numbers, fifty thousand tons of fuel. The rise came at a most opportune time for a number of the river dealers and shippers, as a number of them were getting down toward the last of their supply afloat, and the present amount of coal will probably give them enough coal to last them until there is another rise in the river.

The Louisville & Atlantic Coal Co. was incorporated at Columbus this week by officials and stockholders of the Big Hill Coal Co. The new concern has taken a lease on 2,500 to 3,000 acres of coal property near Beattyville, Ky., on the line of the Louisville & Atlantic railroad, and will begin at once the development of the property on a large scale. Harry P. Jones, already one of the largest, if not the largest, individual operator in Kentucky, is the leading spirit in the new company, and he will personally look after the opening up and operating of the new mines. The new concern takes its name from the name of the railroad on which the new mines will be opened.

The Cincinnati Chamber of Commerce records show that the receipts of coal at Cincinnati during the month of September, 1906, were 6,664 cars, while the shipments were 5,716 cars. The receipts for the same month last year were 8,012 cars, while the shipments for September last year were 5,167 cars. The great falling off in the receipts this year is attributable to the unprecedented shortage of cars on all the railroads leading into Cincinnati. The chamber of commerce records also show that the receipts of anthracite at Cincinnati during the month of September were 122 cars compared with thirty-four cars during the same month last year.

Harry P. Jones, president of the Big Hill Coal Co., and connected with a number of the largest producing coal companies in Kentucky and Tennessee, spent several days this week at his home in this city. For nearly three months Mr. Jones has been right at his company's mines, spending all his energies in increasing the output, and in looking after labor conditions. He reports miners very scarce in a number of his mines, but he has succeeded in inducing a large number to locate at his newest mine, the Blanche mine, near Pineville. He reports that he now has all his mines running smoothly and getting out comparatively large amounts of coal. As a mine manager Mr. Jones has no superior in the United States. Before coming to Cincinnati and Kentucky, he had charge of the active mining operations of the Monongahela River Consolidated Coal & Coke Co., and later had charge of the mines of the Pittsburg-Buffalo Co. Mr. Jones is one of the most unostentatious big men in the coal business.

The first fleet of Guyan valley coal that ever came to this market by river, arrived here Monday of this week, when the steamer Val P. Collins came in with eleven barges of coal that had been mined on the upper Guyan valley and shipped by rail to Huntington, W. Va., where it was loaded into barges from the immense new tipple of the Guyan Valley Fuel Co. The coal will be unloaded at Cincinnati, as the great new elevator of the same company at North Bend is not quite completed. Colonel J. C. Beebe, general manager of the Guyan Valley Fuel Co., is here this week after having been to New York and Boston in consultation with a number of officials of the company, and is elated at the smoothness with which his new plant at Huntington is working. The company's steamer, Catherine Davis, is expected in with another tow of a dozen barges or so the latter part of the week, and after that Colonel Beebe expects to keep these steamboats busy bringing coal from the tipple at Huntington to the elevator at North Bend.



What is considered to be an invention which will lighten the labors of the miner and lessen the expense of mining is a new safety powder now being given its initial trial in the anthracite region. This new explosive, judging from the tests, will cause a change in the mining of coal, in fact, the owners feel confident that their goods will be given precedence after the first trial, and in consideration of that fact are requesting the operators to make no contracts for explosives until they allow the Safety Powder Co. an opportunity to display their goods. The company claims that it is better and cheaper than black powder and it surpasses the twenty-five and forty per cent dynamite. This safety powder has been tested in the mines of Pardee & Co., at Wilkesbarre, Pa. The tests were made in the Gamet vein, one of the hardest in the mine, where no black powder can be used at all. Twenty-five pounds of the safety was used against a similar amount of dynamite, and it is said that the former blew one-third more coal than the other explosive and blew it cleaner, as the coal loosened in chunks. Besides there was very little dirt.



## Mining News from West Virginia.

WHEELING, W. VA., October 3.—(*Special Correspondence*)—Demand fair; prices no better; car supply bad; labor shortage slightly better.

The foregoing condenses the West Virginia situation comprehensively this week. Nothing could be added by detail, inasmuch as there are no particular features. Business is moving along steadily, and if anything, the only new thing noticeable is a tendency to complain because prices are not better.

At producing points, the ups and downs in the selling centers are not faithfully reflected. Only in the case of activity in spot coal is the shifting and shading in prices perceptible outside of the inner circles. Consequently the only indication for the belief that there is a check to buying or some other cause for an apparent listlessness is the tendency noted to complain because prices are not upward, and it is known that inquiries have notably sagged of late.

Contract coal is nevertheless pursuing the even tenor of its way to the lakes, to tidewater and inland points, and a stiffer demand is confidently expected with the approach of cooler weather for steam coal especially.

Mention was made recently of the intention of the Davis Coal & Coke Co. to open a mine on its large and undeveloped tract in the Fairmont region. Bids are now being received for the construction of a plant, which, it is said, will be one of the largest in that field. Two shafts will be sunk at Farmington, and General Superintendent J. C. Brydon has just supervised the locations.

About the most absurd strike in this vicinity was begun last week at the Schick mines at Bellaire, across the Ohio river from Wheeling, and it is entitled to be known as a fifty-three cent strike. The miners walked out because the company refused to pay that amount to the local union's committee out of eight dollars wages held back by the company as part payment for twenty-two dollars which a miner owed it for rent, the miner having quit. At last accounts the men were still on strike for "principle."

Operators in Marion and Harrison counties are protesting against an assessment of fifty dollars an acre on their leasehold rights, and they have produced their books to show that the leasehold values amounted to nothing, inasmuch as the profits from the coal mined did not equal the royalties by several thousands of dollars. As the state tax commissioner shows no disposition to yield the operators have the alternative of expensive litigation in the courts, and the outlook is gloomy for them.

An agreement between the Maryland Trust Company and the Fairmont Coal Co. has been filed with the secretary of state, covering the

details of a bond issue of almost \$2,000,000 for two thousand cars of fifty-ton capacity which the coal company is to receive.

In nine weeks a shaft has been sunk 150 feet and the required coal reached in the Pocahontas region, in McDowell county, by the Dixon-Pocahontas, a new concern. This is considered a time record for this territory. The No. 4 seam was encountered, five feet six inches thick, showing a fine quality of coal, and only one inch of slate parting.

### PERSONAL NOTES.

Ex-Senator Henry G. Davis and his associates in the Coal & Coke railroad are to be tendered a complimentary banquet soon by the Charleston chamber of commerce. Since the announcement that they did not intend to sell the road to one of the great trunk lines the Coal & Coke management is additionally popular.

The series of damage suits growing out of the Detroit mine disaster have begun at Charleston. The accident occurred last January, or just about the time the mine was taken into the Paint Creek Collieries Co., and there was a long delay over the effort to establish definite ownership and responsibility. The suit claims aggregate \$400,000.

Seven Roumanians are under arrest, charged with conspiracy to assassinate W. S. Kessling, of the Pulaski Iron Co., operating the Shawnee mines at Eckman. Kessling is the assistant mine boss. They attacked him with hammers and knives, and he was forced to flee. At the same time John Dunn, superintendent of the Paint Creek Colliery's Nuckolls mine, had his leg broken by getting caught in an entry by a loaded mine car.

J. C. McKinley, the Wheeling operator, who is interested in the control of several West Virginia and Ohio mines, has just returned from Toronto, Can., where he was looking after an extension of business in that market.

The eleventh test hole driven on the Wittenberg interest's five thousand-acre tract in Raleigh county, show nine feet of coal, while the average is seven feet.

C. E. Conoway, of Fairmont, has sold four thousand acres of coal in Harrison county, Fairmont region, to Pittsburghers, for a consideration reported to reach half a million dollars.

Henry G. Buxton, who died this week at Keyser, was actively engaged in the banking business, but when the Davis and Elkins interests were active in coal operations along the line of the West Virginia Central, before they sold it to the Goulds, he held executive positions in their coal enterprises. He was a nephew of Henry G. Davis and named after him.

## The Ohio Coal Trade.

TOLEDO, OHIO, October 1.—(*Special Correspondence*)—The beginning of fall finds the coal trade in Toledo and northwestern Ohio in fairly good condition. The car shortage and the enforcement of the new car service association rules have worked some drawbacks and changed what would otherwise have been a normal market. However, coal dealers and operators are generally looking on the bright side and are optimistic.

Lake trade is more than holding its own. Notwithstanding the fact that northwest shipments will run away ahead of those of last year, everything indicates that the close of navigation will see little coal under contract being hauled by rail. The past month has witnessed several delays in the arrival of coal, but despite these drawbacks the exports for September are away ahead of those of a year ago. The shipments for the month, according to the custom house figures, which are only relatively correct, may be taken as a basis of computation. They show the departure of 126,000 tons. The shipments for the corresponding month a year ago were 77,500 tons. Rumors are current about the number of boats which are free and going after cargoes at an advanced rate for carrying charges, but thus far there has been little of this at the Toledo port.

The active movement of grain tends to indicate that both grain and coal will be well taken care of by the time ice begins to cover the lakes and when fancy freight charges may be expected.

The most important features of the past month have been a decline in the freight rates on Jackson coal from one dollar to ninety cents, a ruling on the part of the railroads which appears to be arbitrary in every respect. There was also an advance during the past few days on run-of-mine which may be said to be about ten cents a ton. The demand for steam coal of all grades is strong and continually increasing in strength. It would be strange, under these conditions, if a further advance is not experienced before the beginning of severe cold weather. Other grades of steam coal are also stronger and many dealers are having trouble to take care of their contracts. Should this trouble continue, cold weather may find things a little more adverse than anticipated at this writing.

Domestic coals are firm with plenty doing to take up all the spare time of the dealers. The demand continues to grow, and aside from anthracite there have been no advances. This is probably explained, as some dealers say, by the fact that retailers have always received a good

price here and a slight advance to them does not change the retail price. The supply of natural gas has already been turned off twice this fall. This fact is causing many to desert the fuels they have used for years, even though one of the shut-downs was made for the annual cleaning of pumps and valves.

Toledo is well taken care of in the anthracite bins. There is probably enough coal already in storage here to take care of the city during the greater portion of the year. All the larger dealers have their winter's supply on hand. The early winter price is seven dollars a ton—a price which has ruled ever since the big strike—except for a short time last spring. There is a general apprehension that the middle of December or the first of the year will see an advance of twenty-five cents a ton.

There continues to be a great deal of adverse criticism on account of the new car service rules. The dealers, it may be said, without exception, are declaring that it is going to cause higher prices, especially in domestic coal, as it requires two handlings here, to say nothing of the deterioration.

Many dealers have moved into the new Nicholas building and are now settled down for a winter's steady pull. They are hopeful and look forward to a season of good prices. While there is not an over-abundance of coal, yet there is enough to enable them to take care of their trade with comparative ease. There has not been much demurrage coal offered here and this has made the market a little more firm and stable. With Toledo less of a dumping ground, dealers will be more happy and circular prices will come to mean something.

### The Detroit Coal Trade.

DETROIT, October 3.—(*Special Correspondence*)—With prices of West Virginia and Hocking Valley advanced ten cents and a "fierce" car shortage, Detroiters look for a big demand, serious scarcity and a steady and rapid rise of the market. So far the leading companies have not experienced much difficulty in filling orders, for there is lots of soft coal drifting in daily that was started from the mines some time ago. Before very long, however, a big scarcity is sure to result from the present tie-up. Besides the usual reasons for car shortage which appear each fall, such as the demand for cars by other lines of trade, increased lake shipments, etc., a new reason is given, to the effect that the Ohio law which was passed recently requiring air brakes on coal cars, which has thrown hundreds of cars out of commission. The Detroit, Toledo & Ironton and the Hocking Valley have suffered considerably from this law, having sent much of their rolling stock to the shops to be equipped with the necessary air brakes.

All grades of bituminous are strong today; even fine coal, which was a drug on the market four days ago, shows up well today. Last Saturday Hocking nut, pea and slack was on the tracks in abundance, but at present writing nearly all of it has been disposed of and the price has gone up from forty and forty-five cents to circular figures.

The Sunday Creek Co. has taken all its men off the road and is taking no more orders except such as come through the mails from old customers, and even then won't guarantee to fill them. Its October circular gives the following prices: Sunday Creek Hocking lump, \$1.75; three-quarters, \$1.65; mine run, \$1.40; domestic nut, \$1.25; nut, pea and slack, eighty-five cents; coarse slack, sixty cents; washed Hocking stove, \$1.85; West Virginia Smithers creek hand-picked splint lump, \$1.85; Kanawha splint lump, \$1.75 (a raise of fifteen cents); mine run, Kanawha, \$1.25; coarse slack, seventy cents.

Anthracite sales agents report a brisk demand and, though the car shortage is very pronounced, they have thus far succeeded in keeping the trade fairly well supplied. Retailers are very busy nowadays, but are greatly handicapped by lack of men. There is also great lack of organization among the retailers. It was their intention to raise the price to consumers on October first from \$7.25 to \$7.50 per ton, the same price as that of last year at this season; but failure to



get all the dealers in line has delayed the advance. It is expected to materialize, however, within a day or two. The dealers feel that they ought to get a better price in view of the fact that teamsters are holding them up for better than two dollars a day. A certain shipper arranged with some men the other day to empty a car at seven dollars, the going price, and they refused to finish the job, because, they said, the car was too large. The dealer had to turn in and do it himself.

#### PERSONALS.

W. J. Scully is attending to important business in Columbus this week.

John Solon, of the Solon Coal Co., of Toledo, was here on business last Tuesday.

H. A. Cochran, of Cleveland, assistant coal

and coke agent of the Baltimore & Ohio, was in Detroit the early part of this week.

C. J. Andrews, Detroit representative of the Sunday Creek Co., has returned from Portland, Maine, where he spent the month of September recuperating after a long siege of typhoid fever. He is completely restored to health.

Stuart A. Fraser, formerly general manager for Alex. Y. Malcolmson, coal miner and dealer, has accepted the position of assistant cashier in the Citizens' Savings Bank, of this city. He is succeeded in the coal office by C. B. Grandy, of Toledo.

Mrs. Adelaide Wilcox Calvert, wife of George T. Calvert, a prominent coal dealer of this city, died suddenly of heart failure after an operation at the hospital. She had been ill but one week. Deceased is survived by her husband and two daughters.

## The Missouri River Coal Trade.

KANSAS CITY, Mo., Oct. 6.—(*Special Correspondence*).—October should be a profitable month for the coal dealers in the southwestern district. The month has begun with encouraging business and the indications point to a steady increase. Dealers, both wholesale and retail, speak of the prospects in a satisfied way and declare that the fall business will show a considerable increase over that of last year. Nearly all of the surplus of slack has become exhausted and in the last few days there has been a steady demand for the other grades of coal. Neither in the wholesale or the retail trade has there been any change in prices in the last week; they are still the summer prices. Just at present the "bugaboo" of the coal trade in the southwestern district is the ever increasing shortage of cars. Complaints are being heard on all sides. In southern Kansas and Arkansas the trouble is being especially felt, but it is evident, though in a lesser degree, in all other districts. An official of the Central Coal & Coke Co. said yesterday that in the Rock Springs district in Wyoming there is a shortage of 1,800 cars and that at some of the mines orders are not being received because cars to supply them can not be procured.

Coal miners of Arkansas and the Indian Territory threaten to cause some trouble. They are dissatisfied with the regime of the district officers of the miners' organization and threaten to secede from the National United Mine Workers. Gross extravagance and mismanagement on the part of the officers is charged. It is understood that they will adopt a resolution to split the district, and if not allowed to do so will secede from the federation and join the Industrial Workers of the World. Such a radical action as this might cause trouble for the operators and a possible cessation of work in the mines. In the district there are 12,000 miners.

An interesting bit of news is the announcement that the Atchison Coal Mining Co. has reorganized under the name of the Citizens' National Mining Co. The new company will lease and operate the Atchison coal mine, said to be the deepest mine in the west. It has a vertical shaft, 1,160 feet deep, and a vein three feet thick. Charles Peet, of Leavenworth, has been chosen as superintendent of the mine. The Atchison coal mine has been operated off and on in the last three years, but has not been a successful mine on account of labor troubles. The miners' organization has suggested that if the new company joins the Southwestern Operators' Association there will be less trouble.

Agents for the Central Coal & Coke Co. were in Pittsburg, Kas., recently, closing the deal for the purchase of about 1,000 acres of coal land located four mile east of Girard, which the company has been drilling for coal for the past two or three months, while it was under operation. The drill holes made in the work of prospecting reached coal at the depth of two hundred feet and it is claimed to be the best quality of coal in the district, with a good top of flint rock. Shafts will be put down at once.

The Jackson-Walker Coal Co., of Kansas City, has secured control of the coal properties of the Devlin-Miller Coal Co. and the Crawford County Coal Co., as well as the Galena & Northern rail-

way, the spur road connecting the Devlin-Miller mine with the Santa Fe and Fontenac.

The Jackson-Walker company has been buying up bonds and stocks in these companies until they now have the controlling interest. The Devlin-Miller Coal Co. property includes a quantity of coal land north of Frontena, with one mine now in operation. The Crawford County Coal Co. possesses several hundred acres of coal land north and west of Pittsburg, Kas., along the Santa Fe, which has not been operated. It is understood that the Jackson-Walker company purchased \$208,000 worth of stocks and bonds in

these two companies from the First National Bank of Topeka at about fifty per cent of their real value.

Last week a franchise was passed by the city council giving the Kansas City Missouri Gas Co. a franchise to supply natural gas to Kansas City at the rate of twenty-five cents per thousand feet for small consumers and ten cents to manufacturers. The company has accepted the franchise and has already begun preparations for installing the gas in Kansas City homes and manufacturing plants. The mains used for manufactured gas will suffice for the natural gas, and the company expects to be ready to turn in a supply for use by the first of November.

"I think the coal dealers are not much alarmed at the prospect of Kansas City's having natural gas this winter," said Charles S. Keith, general manager of the Central Coal & Coke Co., yesterday afternoon. "Of course, when the gas is turned into the mains it will have its effect on the demand for coal for domestic use. But after trying gas a great many people, we believe, will return to coal. It requires thirty-one thousand cubic feet of gas to equal one ton of Arkansas lump coal. This means the householder will pay \$7.50 for the same amount of heat from gas that five dollars' worth of coal will give him. The use of gas will not be at all general in Kansas City this winter. Next winter we may feel the effects of the competition.

"Another thing will help to even up matters for the coal dealers. The Texas oil is fast giving out, and they are going back to coal down there. A great deal of Arkansas coal is going to Texas."

Among the operators who were in the city last week were: James Hamilton, of Weir City, Kas.; Charles Spencer, of Columbus, Kas.; J. M. Stradburg, of Arkansas, and D. M. White, of Arkansas.

## Minneapolis and Northwest Trade.

MINNEAPOLIS, MINN., Oct. 6.—(*Special Correspondence*).—Mild Indian summer weather in the northwest is acting temporarily as a damper on demand for coal. Usually this part of the country is visited by rather severe frosts between September fifteenth and twenty-fifth each year, but thus far there has been only one light frost, and house fires have not yet been necessary. Business blocks and apartment buildings are using no more coal now than in midsummer, consequently the wholesale market is in a waiting condition, and where rail coal must be moved to avoid demurrage it is frequently at a sacrifice. Some Illinois washed coal shipped to this market on consignment has recently been sold at a sacrifice, the figures obtained having been below those which ordinarily prevail in Chicago. A few cars of washed nut from the Carterville field were sold as low as \$1.00@1.25 f. o. b. the mine, or \$3.10@3.35 f. o. b. Minneapolis and St. Paul.

Twin City retail yards are heavily stocked with coal, and it will require several weeks of chilling weather to create much of a demand from that quarter. Most of the large steam users are under contract, so that in times like the present the spot demand is not active, especially as in Minneapolis many of the larger plants use sawdust and offal from the saw mills until late in the fall, when heavier fires are required.

In the rail market at Minneapolis and St. Paul Carterville lump coal is selling at \$1.25@1.50 f. o. b. the mine, or \$3.35@3.60 f. o. b. these two cities. Egg from the southern Illinois field commands about the same figure, although generally speaking it is in better demand for the reason that it is more satisfactory for steam purposes. Northern Illinois lump is held at \$1.40@1.60 f. o. b. the mine, or \$2.80@3.00 f. o. b. the Twin Cities. Much better prices are obtained in the country, especially in debatable rail and dock territory in southern Minnesota and South Dakota, although the activity is not as pronounced as it would be if the weather were more seasonable.

Dock prices were expected to advance twenty cents on lump and dock run in all grades on October first, but one large interest refused to make the advance, claiming the condition of business did not warrant it. It is probable that

active consuming weather will result in an advance of orders about November first. The supply of cars at the docks is somewhat restricted owing to the crop movement, but the shortage has not assumed serious proportions, except on the Chicago, Milwaukee & St. Paul road. Country orders are not always filled as promptly as they were six weeks ago, but as demand is not active from retail dealers these conditions are not causing any distress.

As a matter of fact the reduction of freight rates on the Northern Pacific, Great Northern and Soo lines into northwestern territory from the dock points is holding back considerable business. This reduction amounts to from fifteen cents to seventy cents a ton on bituminous coal according to the distance of the haul. It was announced the latter part of September and does not become effective until after thirty days have elapsed, under the rate law. As a consequence dealers in the territory affected are holding off before placing orders to take advantage of the new conditions. Car supply at Duluth and Superior is about eighty-five per cent of present requirements, except on the C., M. & St. P., where it is much less. Dock prices on all grades of bituminous coal are being well maintained, and generally speaking the dock companies are taking an optimistic view of the future both as to prices and demand. It is currently conceded that no more coal can be accumulated on the docks before the close of navigation than will be required to meet northwestern requirements this winter and next spring.

Demand for anthracite in the Twin Cities is about normal for this season, both at retail and wholesale. In fact it forms the bulk of current domestic business, the demand for bituminous being light until later. Country demand for anthracite is being more or less held up due to the prospective reduction in freight rates which will apply to hard coal to a more pronounced extent than to bituminous, due to the fact that they are higher.

Mill wood and hardwood, which are still sold extensively in this territory, are held firmly at about the same prices that prevailed last year at this time.

The Holmes & Hallowell Co. are stocking their new southeast Minneapolis yard extensively



with smokeless and are preparing to push this coal harder than ever before.

E. Q. Stone, ice and coal dealer at 2844 Twelfth Avenue South, Minneapolis, has sold his ice business to the Cedar Lake Ice Co. and will devote his attention exclusively to the retail coal and transfer business. It is understood that he realized a substantial profit from the sale of his extensive ice business.

F. L. Tarbox is a new addition to the sales force of the Ziegler Coal Co., Minneapolis. His

father was a well-known St. Paul shoe manufacturer and was prominent in business and social circles in that city. Young Tarbox worked for six months at the mine of the Ziegler Coal Co. before becoming a salesman.

Elliott & Skellett, Minneapolis, are branching out in the wholesale business, having appointed W. E. Still to take charge of their country department. Mr. Still was formerly with Bell & Zoller, who have discontinued their northwestern office.

president; G. T. Rider, secretary and treasurer, and C. R. Coleman, general manager. Messrs. Scanlon and Rider are members of the Scanlon Coal Co., of Louisville, and have made a specialty of Straight creek coal for several years past.

#### Market Demands Exceed Production.

A third new operation, which will be shipping in thirty to forty days, is that of the Rossland Mining Co., at Wofford, Ky. The Procter Coal Co., one of the oldest and most successful of the Jellico mines, and the Wooldridge-Jellico Co., of Newcomb, Tenn., have also purchased considerable tracts of land, which it is proposed to open up as soon as practicable, and the Waldensia Mining Co., at Waldensia, Tenn., on the Tennessee-Central, will be shipping coal in the near future. While the new operations would seem to indicate a heavy increase in the tonnage, it must be remembered that many of the older Jellico mines have fallen away greatly in output, and the new mines have not shipped sufficient coal to supply this shrinkage and fully meet the constantly growing demands of the southern market.

The Lily-Jellico Mining Co., of Lily, Ky., is preparing to operate the mines of the O. K. Jellico Co., and the Laurel River Coal Co. adjoining their property. F. F. Snead, of Louisville, was formerly manager of the O. K. property, and with Kenneth U. Meguire also operated the Laurel River Coal Co. They later established the coal jobbing firm of Snead & Meguire, of Louisville.

The Southern Jellico Fuel Co. is a new corporation recently organized with general offices at Jellico, Tenn. The officers of the new company are J. L. Williams, president; D. W. Jones, vice-president and general manager, and J. C. Hoskins, secretary. Mr. D. W. Jones, who has for the past ten years managed the sales department of the East Tennessee Coal Co., will be sales manager. It is the intention of the company to get into the operating business in the Jellico district in the near future.

#### North Dakota Coal.

North Dakota's total coal production amounted in 1905 to 317,542 short tons, which had a spot value of \$424,778. All of the coal produced in North Dakota is brown lignite, extensive beds of which underlie the western half of the state. It is not a high grade fuel for heating purposes, and until 1896 it was mined principally by ranchmen who had no other fuel. The production of lignite during the last ten years has, however, been considerably increased by the enactment of a law by the North Dakota legislature which compels the use of lignite in all state buildings and institutions. The production in 1905 was the largest in the history of the state, being 45,614 short tons, or seventeen per cent in excess of that of 1904, and 38,877 short tons, or 14.6 per cent over that of 1903, when the largest previous output was obtained. The increased production was at a sacrifice in values, the average price having declined from \$1.50 per ton in 1903 to \$1.43 in 1904, and \$1.34 in 1905. The total value in 1905 was only \$6,773 more than that of 1903. The coal mines of the state gave employment to 626 men in 1905, against 547 in 1904. They averaged 191 days in 1904 and 196 days in 1905. Most of the mines worked ten hours. There were no strikes in 1905, while in the previous year there were 175 men idle for thirty-six days. The number of mining machines in use has been the same for the last three years—nine altogether. The machine-mined product in 1905 was 97,789 short tons, compared with 125,097 tons in 1904, and 115,222 tons in 1903.

We regard THE BLACK DIAMOND as the best journal for the coal trade that has come to our notice. The complete and independent way of treating all sides of the coal question shows it is not muzzled by any faction of the trade. The review of the markets and trade conditions in the various sections of the country is of most interest to us, as from these sources we draw our own conclusions as to what is best for us to do.—Wright & Carruthers, Xenia, Ohio.

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., Oct. 4.—(*Special Correspondence*).—The present week has marked the first all-around advance of the season in the prices of coal in Indiana. Nearly all Indiana coal is selling twenty-five cents higher on the ton at the mines than it was a week ago.

There has been a corresponding advance to the consumers, domestic and steam, while some of the eastern domestic coal has been advanced fifty cents a ton. The demand is all that could be desired—in fact, it is not so desirable as it might seem, as all of the operators have more orders than they can fill under the circumstances.

In spite of the efforts of the Indiana Railway Commission to break the blockade at Terre Haute and force the railroads to supply plenty of cars the situation is not much better than it was before it started to arbitrate. It is now said that the Big Four has placed an embargo on Evansville & Terre Haute railroad coal delivered at Terre Haute, and that the E. & T. H. has delivered between two and three cars at Terre Haute this week that the Big Four has refused to move.

The operators along the E. & T. H. are making a vigorous protest, but so far have not obtained any relief. The commission thought it had the matter in hand, as it was announced yesterday that John R. Walsh, owner of the Southern Indiana, had promised to send a part of the "S. I." coal by the way of Westport, where the Big Four could get it and take it to the gas belt by its Michigan division. This plan promises some re-

lief for the "S. I." operators who complained of inability to get their coal through by the way of Terre Haute. Mr. Walsh has also agreed to accept cars from the Big Four in less than seventy car lots, so there may be more flats in that territory from now on, although there is a great scarcity throughout the entire field.

Considerably more coal is being moved to the Indiana markets than there was a short time ago, but the operators are still badly handicapped for want of transportation facilities. Most of the mines are being run less than half time. In spite of the advance in prices but few companies can take advantage of them, as they can't get cars to furnish their contract customers. The supply the latter have is getting short, and another stiff advance in prices is inevitable.

The dealers are clamoring for more coal than the operators can supply. The operators are now saying "I told you so" in recalling that they urged the dealers to stock up when they had a good chance.

The prices generally quoted at the mines follow: Run-of-mine, \$1.25; four-inch lump, \$1.75 to \$2.00; egg nut, \$1.69 to \$1.75; screenings, 80 cents.

These prices are about the same as they were at this time a year ago.

The retail dealers say that their domestic business is beginning to pick up nicely, and that they expect to have all they can do from now on. There is a good demand for anthracite at \$7.50, which is a shade higher than usual here for October.

## Kentucky and Tennessee News.

\* LOUISVILLE, KY., October 3.—(*Special Correspondence*).—The market for domestic coal in Louisville and in fact through the entire state of Kentucky has sprung into a state of fall activity within the past ten days.

The stock on hand in the yards of the principal rail-coal dealers is lighter than at this period last year. This fact is far from being satisfactory to dealers, as there is every prospect that the market for eastern Kentucky and Jellico coals will be perhaps twenty-five cents per ton higher than last fall and winter, indeed that the normal average of prices received by the operators will establish a new high record.

As against \$1.50 to \$1.60 f. o. b. mines, which was the price of domestic lump from September fifteenth to October first a year ago, the present prices for the same grades of coal show an advance of about twenty cents per ton. Even at the present high prices coal is extremely scarce and it seems that a large proportion of the output of both the Cumberland valley and the Knoxville division of the Louisville & Nashville railway is moving south over the Louisville & Nashville's Atlanta branch and is being freely absorbed by the southern market. In spite of the increase in tonnage to southern points, resulting from the opening up by the Louisville & Nashville of the old Atlanta, Knoxville & Northern road, the southern market is even stronger than at this period last year.

#### South Testing New Coals.

The heavy movements of domestic coal have caused a natural decline in the price of nut-and-slack and jobbers who purchased heavily this summer are having some trouble placing their output. Nut-and-slack of the finest quality, however, still commands a price of sixty-five to

seventy cents, although large sales are reported as low as fifty cents f. o. b. mines.

The opening of the Atlanta, Knoxville & Northern into southern territory by the Louisville & Nashville has made it possible for large numbers of operators to ship south on the same rate enjoyed by the Jellico mines proper, while the mines north of the Jellico group are at a maximum disadvantage of ten cents in freight. Hence the south at present is experimenting with a large variety of eastern Kentucky coals, some of which are sold at considerably lower prices than the real Jellico and Blue Gem. It remains to be seen what readjustment will take place in prices, by reason of the influx of these new grades of coal. Genuine Blue Gem lump is now selling freely at \$2.50 per ton and high-grade No. 1 Jellico lump at \$2.25 per ton f. o. b. cars mines.

A number of operators are about to begin shipments within the next thirty to sixty days. Mr. L. I. Coleman, part owner and general manager of the new Tennessee-Jellico Coal Co., was in Louisville this week and announced that his mine would be in a position to load five cars per day beginning November first, and would thereafter increase its output rapidly. This property comprises five thousand acres of coal lands, twelve miles east of Jellico and will have both Louisville & Nashville and Southern railway connections. The owners claim to have fifty-two inches of high grade domestic coal without a parting. Mr. Coleman was formerly general manager of the Blue Gem Coal Co., and was highly successful in that connection.

Another mine which is ready to market coal is the Coleman Mining Co. on Clear fork in the Straight creek district. This company, like the Tennessee-Jellico, is controlled by Louisville capital, the officers being as follows: D. Scanlon, president; George Land, Lexington, vice-





## Western General and Personal Notes.

The business formerly conducted at Chicago, Ill., by the Perry Eade Coal Co. has been dissolved.

The capital stock of the Jones & Adams Co., Old Colony building, Chicago, has been decreased from \$500,000 to \$250,000.

E. H. Irwin, vice-president, Hull & Co., Fisher Building, Chicago, spent several days at Marion, Ill., where the mines of his company are located.

F. I. Kennedy, recently connected with the Jones & Adams Co. at Chicago, has removed to Pittsburg and is now secretary to W. R. Woodford, vice-president, Pittsburgh Coal Co.

Ira E. Stevens, Old Colony Building, Chicago, is at Ziegler, Ill., this week looking after the installation of a lot of new Watt mine cars, which are being put in at the Ziegler Coal Co.'s mine.

A. K. Hamilton has retired from the presidency of the Crooked Creek Railway & Coal Co., operating mines near Webster City, Iowa, and will be succeeded by George W. Burnham, of Milwaukee.

The City Gas Co., of Mendota, Ill., which discontinued the use of coal several months ago for that of oil, is contemplating changing back to coal as its experience with oil has not been very successful.

The coal washer of the Royal Colliery Co., Virden, Ill., which has been under construction for the past six months, is now reported as nearing completion. The washer was erected at an expense of about \$40,000.

William Burlingham, western manager for the Chesapeake & Ohio Coal & Coke Co., with headquarters in the Mercantile Library Building, Cincinnati, passed through Chicago this week on his way home from the Northwest.

J. E. Windsor, president Windsor Coal Co., Old Colony building, Chicago, with J. A. McDonald, auditor for the Standard Oil Co., left last Saturday for a hunting and fishing trip through northern Minnesota and Dakota.

E. M. Sands, general manager, Old Colony Coal Co., Plymouth Building, Chicago, has returned from a trip to Cleveland and Indianapolis. "E. M." is an enthusiastic kook and was compelled to miss the last korusation much to his regret.

The tower at the coal chutes of the Illinois Central railway at Rutland, Ill., was totally destroyed by fire a few days ago, the loss being estimated at about \$10,000. Through the hard work of the miners the fire was confined to the ground workings, and the shaft was uninjured.

Walter A. Evans, formerly managing engineer and assistant superintendent of the Consolidated Indiana Coal Co., Chicago, has accepted a position with the Kentucky Coal Mining Co., Dayton, Ohio, as general superintendent. Mr. Evans is a graduate of the Lehigh University of Pennsylvania.

The Old Coal Mining Co., Mt. Pulaski, Ill., has decided to make the necessary repairs to the mine at that town, and continue its operation. The company at first thought it advisable to offer the mine for sale, but on investigation found that it could still be made a paying proposition.

Morton Otis, general sales agent for the Ziegler Coal Co., 48 Van Buren street, Chicago, has returned from his trip to Ziegler, Ill., and reports that the fire was under control twenty-four hours after it started. The operation was shut down for a few days, but is now running up to its usual capacity.

C. I. Pierce, president and treasurer of the Big Creek Coal Co., with mines at St. David, Ill., sailed from New York last week on the Lucania. The trip is being made for the improvement of his health, which has not been of the best recently, and for which a rest and an ocean voyage has been prescribed.

Dearborn Street was talking about a new dock company which was to take over the old Austin property at Milwaukee and the Clarkson dock at Ashland. Nothing definite can be learned about the deal, and interested parties claim there is nothing to it. Some wild-eyed promoter is probably responsible for the rumor.

The Kanawha Fuel Co., of Milwaukee, has moved its general offices from the Plankinton Block to larger and more commodious offices at their new dock. As this company is engaged in the shipping business almost entirely, it is not anticipated that the move will affect their trade relations, but will put them in closer touch and supervision of their dock operations.

Coal receipts at the port of Superior still keep up their fast pace. The record for one day's receipts has been broken several times of late. On September twenty-fourth over sixty thousand tons were entered at the customs office, and this comes within five hundred tons of the new record established the previous week. The coal was brought forward by ten vessels, which would make an average cargo of six thousand tons each.

L. W. Ferguson, who has been manager of the Chicago office of the Davis Colliery Co. for several years, resigned his position on October first to accept the management of a retail concern of the Ogden Coal & Coke Co., with offices in the Plymouth Building, Chicago. A. W. Kelly, of Elkins, W. Va., is the new manager of the Davis Colliery Co. He has been connected with the Chicago office since the first of the year, so he is not a stranger to his new duties.

S. E. Stohr, who for the last year has been assistant general freight agent of the Chicago & Alton, with headquarters in Chicago, has accepted the position of assistant general freight agent of the Wisconsin Central, with headquarters in Milwaukee. Owing to the ill health of Burton Johnson, general freight agent of the Wisconsin Central, Mr. Stohr's new position will be important. He will be succeeded with the Alton by William M. Bushnell, general freight agent of the Chicago, Peoria & St. Louis.

Here's a good joke that will be appreciated by the newspaper fraternity if not by the coal men. Our yellow covered contemporary *Fuel* prints an article in its issue of October second on the Short Weight Evil by R. E. Harris and states that it was "Written for *Fuel*." The entire article appeared word for word in the September twenty-ninth issue of *THE BLACK DIAMOND* four days previous to the date of the publication in *Fuel*. The *Chicago Tribune* must look to its colors if it expects to remain at the top of the list in the "scooping" game.

The Pennsylvania railroad is said to be considering the transfer of some of the high officials of its western lines from Pittsburg to Chicago. Joseph Wood, second vice-president, in charge of traffic; D. T. McCabe, freight traffic manager; and E. A. Ford, passenger traffic manager, with their staffs, it is reported, may be removed here, and Chicago may also be made the operating headquarters for the western lines. The enormous growth of traffic out of Chicago has caused the Pennsylvania to consider this step. Owing to the bulky character of the greater part of the freight shipped from Pittsburg, its traffic in tons for years has been greater than that of

any other city. While no complete statistics regarding Chicago's traffic ever have been compiled, it has increased until it is believed now by board of trade and commercial association officials to exceed Pittsburg's in tons, and to far exceed it in value; and it has therefore become the most important shipping point the Pennsylvania lines west have. Chicago shipping interests would welcome the proposed change. There has been complaint that the Pennsylvania's failure to station any of its higher traffic officials here constantly causes trouble. The Pennsylvania and the New York Central lines dominate the Central Freight Association. Chicago shippers say that when any matter affecting their interests is taken up with this association it is almost impossible ever to get it settled because the organization will take no action in which the Pennsylvania does not concur, and there is always much delay in getting it authoritatively represented at a meeting.

The coal blockade at Terre Haute has been relieved considerably, and no further delay of any importance is expected in getting Indiana coal to market. A new routing, or rather a return to an old routing, furnished the key to the situation. Part of the coal originating on the Southern Indiana—from twenty-five to thirty cars a day—is to be diverted from the Terre Haute route over to Westport, Decatur country, and there taken up to the gas belt towns, direct by the Michigan division of the Big Four. By this route two congested points were avoided—Terre Haute and Indianapolis—and the coal can be taken direct into the gas belt towns. The Southern has agreed, also, to take "empties" in bunches of less than seventy down into the coal fields. This the Southern has refused to do for some time. About three weeks ago, complaints were made to the Indiana Railroad Commission that coal cars from the Southern Indiana and E. & T. H. railroads for Indianapolis and gas belt destinations were being stopped at Terre Haute. Complaints came from the operators on the one hand that their properties would be ruined and their abandonment necessary unless the situation were relieved, and from the industries, on the other hand, that their factories might be stopped unless coal under contract for constant shipment to them could be moved. The commission took this matter up and as a result of its initial investigation it found that the Big Four and Southern Indiana companies were involved in a controversy about the interchange of business at Terre Haute. The commission required these companies to proceed to interchange business at once for the benefit of the public, and this was done, and the controversy between the two companies submitted to the commission—the Southern Indiana agreeing not to appeal to the courts if the case were decided against them by the commission. The commission did decide in favor of the Big Four, but absolved the Southern Indiana of its agreement not to have the courts review its decision. But the embargo was not lifted, and the situation became critical. The commission held a session of investigation at Terre Haute and had all parties interested before it—the coal miners and representatives of all railroads doing business at Terre Haute. Witnesses were examined on oath and light fully thrown on all the conditions as they existed. This investigation was continued to Tuesday, September twenty-first, at Indianapolis, and it became apparent that unless the Southern Indiana would open the route between Westport no relief could be hoped for. Thereupon at the request of the commission, Judge W. J. Wood, a member, went to Chicago and after full conference with J. R. Walsh, president of the Southern Indiana Railroad Co., Mr. Walsh agreed to open up the Westport route, taking care of a large tonnage in this way.





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**The New Freight  
Rate Law.**

The full text of the Interstate Commerce Act with the Hepburn amendment has been published in the last three numbers of THE BLACK DIAMOND. It is the general opinion that even the "lawyers" do not know what it means. It has been wonderfully made. It may be remembered when Jack Cade proposed to reform England, he first suggested that the lawyers be killed. The lawyer owes a great responsibility to civic liberty. He has an opportunity to *do* the nation good. This sentence may be read either way. Just what effect the legal technicalities woven into the new rate law will have on the progress of the country remains to be demonstrated. This is a case where the lawyer had to serve two masters and one does not pay any fees. We look back at the early history of our government with much pride. The lawyers of old erected the pillars of the young republic, and laid well the foundation upon which the superstructure of the states rests today. But with the coming of all our commercial supremacy the legal profession like others has been affected. As we have chemists studying how to adulterate our foods so that the manufacturers may get an unjust profit from consumers, in like manner we find some of the brightest legal minds today employed by the great corporations, the artificial business barons, who defy law and are inimical to the public good.

It is generally conceded that the Hepburn amendment will cause an advance in tariffs. This generalization seems to follow from the fact that the stocks of railroads have been increasing since the law went into effect. The Union Pacific has increased its dividend from six per cent to ten per cent; the Baltimore & Ohio has made an advance of one per cent, and it is reported in financial circles that there will be an advance in other stocks. The shippers of the country pay the railroads over fourteen hundred million dollars annually for the transportation of freight. This is five times the capital and surplus of all the national banks in the United States. About twenty per cent of this amount of freight is coal. Have you any reason to

get interested? The new rate law will no doubt advance the freight charges on coal. Some roads have filed a lower schedule, but considering everything it may without doubt be asserted that transportation will form a larger percentage of the cost of coal in the future than in the past. The government has its potency in the laws made by the masses. When the laws are not enforced anarchy reigns. Whenever any portion of the law becomes dead the government is weakened. The new rate law has a good many excellent features but they will avail the shippers nothing unless the law is enforced. In the past the small shipper has not been in a position to fight a large railroad corporation, but with the powers invested in the Interstate Commerce Commission he has a reasonable assurance of receiving just treatment.

The most valuable provision of the new law is probably found in Section 15. This empowers the commission to determine through routes and joint rates; to fix the lowest rate which must not be exceeded; to determine reasonable regulations controlling the shipping of freight; to require the railroads to live up to the provisions of the law; to determine the lawful rates in case carriers can not agree; and to control the time when its orders shall take effect. The section also requires the carriers to follow the regulations determined by the commission; to live up to the orders of the commission and to observe the maximum rates which may be charged. In case of a violation of these specifications the law provides that the orders of the commission become self executing—a penalty of \$5,000 for each offense each day the offense is repeated. This fine is to be recovered by the district attorney, acting through the attorney-general. An injunction or mandamus may also be served by the commission to compel the offender to obey the law.

**The Car Supply  
Problem.**

It is generally conceded that one of the characteristics which differentiate civilized man from the savage is his ability to prepare for the demands of the future. This is one of the foundation stones of progress. It is the origin of the division of labor, making our complex civilization possible. Does this principle apply to the coal industry? Every year there is the same old trouble of securing sufficient cars to meet the demands of fall business. It is generally known that agricultural products take precedence over coal when both are offered for transportation. The railroads, of course, will not go to the expense of placing a large number of cars in service to be used only a few months of the year. As it is known that there will be the usual demand for coal every winter the transportation companies hold that coal should be shipped during the summer months when there are plenty of cars. The wise dealer orders his coal early in the season when he can get it promptly at a much less price than during the fall rush, when the excessive demand always advances the price. The dealer who can not see over the top of his desk becomes the victim of circumstances. He waits till the last minute. The majority, however, are with him. Then there is an avalanche of orders, a coal famine and an advance in prices. The wise dealer who has a large supply of coal has therefore a good chance to secure the continued patronage of his competitor's customers. As soon as the first cold snap comes it is predicted that the car shortage will make it almost impossible for dealers to secure coal enough to supply immediate demands. It is therefore up to you, Mr. Coal Dealer, to order your coal at once. In the west and north operators are experiencing serious disappointments on account of the great shortage of sufficient cars to meet present demands. Some companies have notified their representatives to take no more orders, and others give no assurance as to date of deliveries.

It is interesting to note that there is a decided improvement in the attitude of railroad freight traffic managers in trying to relieve car shortage conditions and causes. It should be remembered that it was only two years ago that a certain railroad official ridiculed the idea of supervision. The general freight agent of a southern road which has just been ordered by the commission to accept "empties" from the Big Four in smaller lots than it had been doing asserted that it was none of the public's business how the railroads arranged their interchange of coal traffic. He snapped his fingers at the suggestion that a railroad commission might be created. Such talk confuses one's mind. It creates a mental aberration during which we feel that we are living in the land of railroad ownership of the government. It is a pleasure, however, to know that in general the railroads are doing all they can to relieve the situation. The Chesapeake & Ohio has inaugurated a new schedule of car allotment which promises to assure shippers a sufficient number of cars at all the mines. A constantly increasing number of other railroads are promulgating special orders, restricting the use of their cars to their own lines in the hope that a prompter car service may be attained. These are all encouraging signs. If the railroads will take up the matter in earnest, provide more adequate equipment and put an end to the enormous waste of time consumed by faulty and careless methods of dispatch, it is believed that the problem may be rationally and successfully solved for the highest good of all concerned.



## The "Short Weight" Question.

By Eugene McAuliffe, Fuel Agent St. Louis & San Francisco Railroad.

The question of "Short Weights" is one that is exercising the coal trade a great deal of late if the printed proceedings of association meetings quote the retailer correctly. Handling the purchase of two and a half million dollars of coal annually, the matter of obtaining proper weights at mines as well as at destination is one that has in the past called for some consideration on my part.

That there is a serious shrinkage of weight in bituminous coal between mines and destination no one doubts, but the average purchaser seems to labor under the impression that the carrier is wholly responsible for all shortage; a careful analysis of the causes that lead to this shortage suggesting conditions that the carrier is not wholly responsible for. I have yet to see in print a careful exposition of the various causes that occasion shortage in weight at destination, and beg to present a few of such which investigation on the part of any one interested will develop.

First. Evaporation of water carried in the coal when freshly mined and in excess of that quantity that remains after exposure to air. Freshly mined coal carries sufficient excess moisture to cause a shrinkage of from two hundred to twelve hundred pounds on an average car load of seventy thousand pounds. The original weight is a correct one, the coal operator pays the miner for mining it, pays the full rate for handling from face of room to railroad car, but the above amount takes wings inside of twenty-four hours with average weather conditions, and the carrier is not to blame. On the other hand, he loses this amount on all the coal he buys for his own use. The operator does not gain by this shrinkage, all his figures based on top weights. This loss will occur when coal is loaded in closed cars and sealed, and can only be avoided by the use of hermetically sealed cars, and then the coal would shrink before it reached the furnace door. I have demonstrated this loss by weighing hundreds of cars, groups of cars weighed as often as five times on five different scales.

Second. Variation in scales. A dealer that finds a car that overweighs never kicks; if he considers the question at all he dismisses it by mentally deciding that the extra weight was coming to him, or else he decides that his driver kept a poor tally. That cars do overweigh at times has been proven to my satisfaction by check weighing, the variation shown between two pairs of first-class one hundred ton track scales newly tested and in good repair often exceeding a ton. If dealers credited their over weights to their under weights the average would not show up so bad.

Third. Theft. During the winter season particularly all coal loaded in open cars is subject to continuous pilfering. This commences at the mines when the car is dropped from beneath the tipples, families of miners and others levying tribute until the car gets under way, every stop made by coal trains offering fresh opportunity for spoilation, and all coal men know how hard it is to secure conviction of coal thieves who are usually so poor as to excite the sympathy of the police and petty courts, who see a poor child or woman, perhaps suffering, on one side, with a railroad corporation on the other, the fact that the particular car they are taking coal from is the property of an individual never entering their minds. Corporate property is always less sacred than private property in the United States. This class of theft is not always confined to the destitute. A drag net put out two years ago at my request brought in a preacher and twelve lay brothers and sisters, all in one haul. When people learn to respect the fact that railroad yards and right-of-way are as much the property of the railroad as is a man's back yard his private property, losses by theft will materially decrease. The fact that losses occur at destination and after load is in custody of dealer should not be lost sight of.

The above represents some of the causes for short weight beyond the control of the carrier or the producer, although both parties are morally bound to exert themselves to keep them down to the minimum.

In addition, losses occur by reason of coal falling off of cars not evenly loaded or carefully trimmed, by rough handling, by loading on top of ice and snow, the stencilled tare taken in computing weight, errors in stencilled tare due to wooden cars taking up a great deal of moisture in time of heavy rainfall, etc.

The ideal condition as regards maintaining weights would be secured by loading coal in box cars, maintaining a seal record to destination, the shrinkage then limited to the cause first mentioned, evaporation, the loss due to purchase of slate and other impurities ordinarily removed by car trimmers and pickers, probably offsetting this gain in weight. In my opinion the practical remedy lies in the observance of the following arrangements: Railroad companies to scale cars for correct tare every six months, or oftener if repairs are made to car; the coal companies to see that all foreign matter, such as bedding, sand, cinders, snow, ice, etc., is removed from car before loading; billing and invoicing cars on basis of weights made on scales located some distance from mine tipples, as for example, in gathering yards, in mine districts, giving the coal a chance to lose at least part of its surplus moisture, thereby dividing the loss, all cars to be stopped on scales and cut off at both ends. Retailers and consumers who have local political influence to join hands with the carrier, securing the vigorous prosecution of coal thieves and trespassers, forcing all who burn coal to go to the coal yards for their supply, the dealer gaining at both ends.

These details, if worked out in connection with the frequent and careful inspection and repair of track and team scales, would reduce shrinkage to the minimum, or at least to that point where it would be possible to absorb it without serious loss. Carriers because of their being in many cases the largest individual buyers of coal are the heaviest losers by short weights, and it is unreasonable to charge them with the entire responsibility for such losses.

## Interstate Commerce Commission Makes Investigation

### The Union Pacific Case.

Commissioner Prouty, under the Tilman-Gillespie senate resolution, is ascertaining whether or not the Union Pacific Railroad Co. is responsible for the existence of a coal monopoly in the northwestern states. The investigations have taken place in Omaha and Salt Lake City and will be continued. J. W. March appears as attorney for the commission, while John N. Baldwin represents the Union Pacific and E. E. Thomas, of Omaha, acts for the Sioux City & Rock Springs Coal Co.

The admission by the Union Pacific officials and employees that the railroad employed fraudulent methods in obtaining title to extensive tracts of coal lands in Wyoming caused something of a sensation.

D. O. Clark, superintendent of the Union Pacific Coal Co., admitted that a portion of six sections of coal land had been secured by the railroad with soldiers' scrip at \$2.50 an acre as soldiers' homesteads.

Attorney John N. Baldwin for the Union Pacific objected to going into the details of how the land had been acquired. But Commissioner Prouty interrupted.

"This, I take it," he said, "is no slight matter. Six sections of coal land may hardly be termed a slight matter."

J. T. Marchand, attorney for the government, also took a hand.

"We propose," he declared, "to show that the Union Pacific Coal Co. secured title to its holdings through fraud and by means of entering into a conspiracy. We expect to show that hirings were sent out there into Wyoming from

Denver to take up those coal lands for the company, despite the fact that each entryman is obliged to make oath that he is taking the land for himself and his own benefit and not for any other individual, company or corporation."

Attorney Baldwin was back at him the next instant, declaring that if the hearing was in a court of justice he would make Mr. Marchand answer for the criminal suggestions he was making against the company.

The manner in which the company got rid of competitors and acquired extensive coal lands without deeds being recorded or the real owners made known came out in detail.

One of the important witnesses was G. W. McGeath, president of the Sheridan Coal Co., but who was general manager of the Union Pacific Coal Co. from 1890 to 1895. He testified that at that time the Union Pacific controlled the coal mines at Hanna.

In order to put a stop to the independent companies' operations in the Rock Springs district, a differential rate of twenty-five to fifty cents per ton was extracted for the hauling of coal from the Rock Springs mines and in favor of the Hanna coal.

While the price of the independents' coal rate was thus raised, the Union Pacific lowered the price of its coal, which ultimately put a stop to all shipments by the independent companies at Rock Springs and caused the properties there to change hands.

### Could Not Get Trackage.

Randall W. Brown, manager of the Coal Hill Coal Co., of Omaha, had equally as interesting

testimony to offer as to the methods employed by the Union Pacific to prevent the development of his company's mine at Hanna.

Mr. Brown said that he had acquired the Wyoming mine eight years ago, but had never succeeded in getting transportation facilities from the Union Pacific.

In 1905 he applied to General Manager Mohler and was assured that the railroad would give him trackage. Later he was referred to General Manager Clark, of the Union Pacific Coal Co.

Mr. Brown offered to build the spur of track he needed entirely at his own expense if the company would furnish the cars and haul the coal away, but as yet nothing has been done, and he has been unable to market his coal.

He stated that the product of his mines is the same as that from the Union Pacific mines, and that there is a good demand for the coal, if he could only get it to market.

Mr. Brown also stated that the Union Pacific Coal Co. refuses to sell its product in Omaha, South Omaha and Council Bluffs, except in ten-car lots at \$3.75 a ton. At other points out in the state and elsewhere it charges \$4 to \$4.50.

Mr. Clark testified that he is vice-president of the Superior Coal Co., of Wyoming, as well as manager of the Union Pacific Coal Co.

### Deeds Not on File.

Mr. Clark said he had bought six sections of coal lands from different people in the vicinity of Sweetwater county, Wyoming, and had also filed on one claim independently for himself. This claim he later sold to the Superior Co. for \$3,200. In spite of the fact that the six sec-



tions were purchased for the Superior Co., Mr. Clark stated that it was the Union Pacific Coal Co. which advanced the money to take up and prove the claims.

The deeds for the tracts were never placed on file, and so far as the state records show the lands are still in the possession of the government.

He denied that he considered the holdings of the Superior Co. as an asset of the Union Pacific Coal Co.

He said he presumed the Union Pacific had been reimbursed for the money it expended in acquiring the property for the Superior Co., or at least he had been told the company had.

That the Union Pacific was aided in its alleged coal land frauds by government officials and that its agents boasted that it had men in the United States senate who would protect all connected with the alleged steal is averred in affidavits on file in Washington which promise to develop an official scandal.

Charges of a most sensational nature, involving government officials and even Secretary of the Interior Hitchcock himself, as well as Union Pacific agents, are made by Artemus J. Smith, who is the instigator of the investigation of the manner by which the railroad secured thousands of acres of coal land in Wyoming by alleged fraudulent entries.

Mr. Smith, who is a resident of Denver, has filed in Washington three protests to the entries on the land in question, the documents including affidavits of a startling character.

One of those affidavits asserts that an agent of the Union Pacific assured one of the signers of the fraudulent declaratory coal statements and relinquishments that he could not get into trouble, "because the railroad can handle the people who are stirring up things and because the Union Pacific controls the officials at Washington, who are under obligations to the railroad."

Furthermore, this agent is alleged to have informed this man that one man, who handled part of the land deals for the railroad, had a brother in the senate who was retained to protect the interests of the Union Pacific.

Three sets of these documents have been stolen from the office of Mr. Smith, he claims, and he places the responsibility for the theft on the Union Pacific railroad. But he has extra copies of all his papers, as well as the originals, carefully cached away, so that he has no fear of losing his evidence, no matter how many thefts occur.

#### The Truth Coming Out.

Before the interstate commerce commission the last two weeks have been told an amazing story of how the Union Pacific railroad has monopolized the coal business on its line. Because of this monopoly, independent operators were barred from the coal fields and the price of coal held up to a high figure. Thus has Sioux City and the whole Missouri valley country been prevented from having coal of good quality at as low price as they were entitled to obtain it.

For a good many reasons the Union Pacific railroad has been in politics. One of these reasons is that it doesn't want its coal monopoly broken up or disturbed. As one of its political operations, the Union Pacific has had a dominant part in Nebraska's politics for many years.

#### The Tillman-Gillespie Resolution.

The following is the joint resolution instructing the interstate commerce commission to make examinations into the subject of railroad discriminations and monopolies in coal and oil, and report on the same from time to time:

Resolved by the senate and house of representatives of the United States of America in congress assembled, That the interstate commerce commission be, and is hereby, authorized and instructed immediately to inquire, investigate, and report to congress, or to the President when congress is not in session from time to time as investigation proceeds—

First—Whether any common carriers by railroad, subject to the interstate commerce act, or either of them, own or have any interest in, by means of stock ownership in other corporations or otherwise, any of the coal, or oil which they, or either of them, directly or through other companies which they control or in which they

have an interest, carry over their or any of their lines as common carriers, or in any manner own, control, or have any interest in coal lands or properties or oil lands or properties.

Second—Whether the officers or any of the carrier companies aforesaid, or any of them, or any person or persons charged with the duty of distributing cars or furnishing facilities to shippers are interested, either directly or indirectly, by means of stock ownership or otherwise in corporations or companies owning, operating, leasing or otherwise interested in any coal mines, coal properties, or coal traffic, oil, oil properties, or oil traffic over the railroads with which they or any of them are connected or by which they or any of them are employed.

Third—Whether there is any contract, combination in the form of trust, or otherwise, or conspiracy in restraint of trade or commerce among the several states, in which any common carrier engaged in the transportation of coal or oil is interested, or to which it is a party; and whether any such common carrier monopolizes or attempts to monopolize, or combines or conspires with any other carrier, company or companies, person or persons to monopolize any part of the trade or commerce in coal or oil, or traffic therein among the several states or with foreign nations, and whether or not, and if so, to what extent, such carriers, or any of them, limit or control, directly or indirectly, the output of coal mines or the price of coal and oil fields or the price of oil.

#### Must Report on Facts.

Fourth—If the interstate commerce commission shall find that the facts or any of them set forth in the three paragraphs above do exist, then that it be further required to report as to the effect of such relationship, ownership, or interest in coal or coal properties and coal traffic, or oil, oil properties, or oil traffic aforesaid, or such contracts or combinations in form of trust or otherwise, or conspiracy or such monopoly or attempt to monopolize or combine or conspire as aforesaid, upon such person or persons as may be engaged independently of any other persons in mining coal or producing oil and shipping the same, or other products, who may desire to so engage, or upon the general public as consumers of such oil or coal.

Fifth—That said commission be also required to investigate and report the system of car supply and distribution in effect upon the several railway lines engaged in the transportation of coal or oil as aforesaid, and whether said systems are fair and equitable, and whether the same are carried out fairly and properly; and whether said carriers, or any of them discriminate against shippers or parties wishing to become shippers over their several lines, either in the matter of distribution of cars or in furnishing facilities or instrumentalities, connected with receiving, forwarding or carrying coal or oil.

Sixth—That said commission be also required to report as to what remedies it can suggest to cure the evils above set forth, if they exist.

Seventh—That said commission be also required to report any facts or conclusions which it may think pertinent to the general inquiry above set forth.

Eighth—That said commission be required to make this investigation at its earliest possible convenience and to furnish the information above required from time to time and as soon as it can be done consistent with the performance of its public duty.

Approved, March seventh, 1906.

### Western Coal and Coke Notes.

#### New Western Enterprises.

The Shippey Coal & Supply Co., Marion, Ind., has been incorporated with a capital stock of \$10,000 by John Henry and Frank Shippey.

The Louisville & Atlantic Coal Co. has been chartered at Columbus, Ohio, by Kuper Hood, T. B. W. Zumstein, George Harnisch, J. G. O'Callaghan and C. T. Williams.

The Dean-Marshall Coal & Ice Co. has been incorporated, Kansas City, Mo., with a capital stock of \$6,000. The incorporators are J. W. Bomgardner, John Dean and E. W. Marshall.

The Hudson Coal & Mining Co. has been incorporated at Chicago, Ill., with a capital stock of \$125,000, of which \$124,000 is held in Indiana.

George R. Anthony, Terre Haute, Ind., is representative of the company.

The New State Coal & Mercantile Co., Fort Smith, Ark., has been incorporated with a capital stock of \$100,000. The incorporators are L. M. Wells, J. G. Horner, T. T. Crouch, A. C. McDull and D. H. McDowell.

Articles of incorporation have been filed by the Beaver Dam Gas Light & Fuel Co., Milwaukee, Wis., showing a capital stock of \$50,000. The incorporators are W. H. Lindwurm Jr., H. W. Lindwurm and Albert J. Hoffman.

The Pittsburg Coal Co. has been incorporated at Minneapolis, Minn., by M. H. Taylor, president, and P. S. Elwell, secretary. The capital stock of the company is \$100,000, of which \$2,500 is represented by business and property in Wisconsin.

The Yankee Coal Co. has been incorporated to do a general coal mining business in Colfax county, New Mexico. The capital stock of the company is \$5,000,000, and the incorporators are F. E. Jennison, W. H. Thilchener and J. G. Northcutt.

The Elm Grove Coal Co., Phoenix, Ariz., has been incorporated to do a general coal and mining business at that city and Dahlgren, Ill. The capital stock of the company is \$3,000,000, and the incorporators are Samuel N. Hollowell and Theodore Wallister.

The Schroeder & Scheknecht Co., Milwaukee, Wis., has been incorporated to conduct a general coal and building material business. The capital stock of the company is \$2,500 and the incorporators are H. J. Schroeder, Christ Scheknecht and J. S. Lecher.

#### General Western Coal and Coke Notes.

The Brazil Coal Co., of Chicago, has been dissolved.

The coal business of Brignall Bros., Chicago, Ill., has been dissolved.

The Northwestern Coal Co., formerly doing business at Chicago, has been dissolved.

William Kelly, treasurer of the Coal Teamster's Union of Chicago, Ill., was arrested, accused of shooting Joseph Schultz, but later released on bonds.

S. S. McDonald, of Columbus, Ohio, has been appointed receiver for the Chicago & Hocking Coal Co., of that city. Mr. McDonald has given bond for the faithful performance of his duties.

A report from Miller, S. D., states that the Crow Creek Indians, in camp near that city, are buying coal to burn in their teepees this winter, many of them being supplied with small stoves.

The largest and best equipped stables in Cincinnati, Ohio, have just been erected for the Cincinnati Gas, Coke, Coal & Supply Co., at the foot of Smith street. The stables were erected by J. C. Dale.

The Union Coal Co. and the Johannes Coal Co., both of Helena, Mont., have been merged and in the future will be conducted as the Johannes Coal Co., with offices in the Electric building, on Sixth avenue.

V. W. Green, a prominent coal operator of Centerville, Iowa, is taking options on several tracts of coal land in the vicinity of Leon. If coal is found in sufficient quantity Mr. Green states that a mine will be sunk at once.

John Rees, coal mine operator of White Sulphur Springs, Mont., states that he will commence shipments of coal from his new mine near that town in the near future. On account of the scarcity of wood a heavy winter's business is expected.

A coal mine is to be sunk on the Krome farm, near Collinsville, Ill., where a party of capitalists have secured 1,125 acres of coal land. The work of sinking is expected to begin this month. The Vandalia railway will build a switch to the new operation.

The Shepherd interests in the Consolidated Colfax Mining Co., Colfax, Iowa, the second largest coal company in the state, have been purchased by the Ryans, of Des Moines, and the Seevers, of Oskaloosa. The consideration paid is not made public.





Cleveland Kokoals will have a koruskation on October twelfth. S. B. Coolidge, local scout, will have charge of the affair.

Frank Koehne, central Ohio skout, has been granted a permit and will hold a koruskation at Dayton on October twenty-fifth.

A koruskation will be held at Columbus, Ohio, on October twenty-sixth. C. M. Anderson is skout for this territory and he promises a large class.

F. H. Benedict, southern Ohio skout, will hold a koruskation at Cincinnati the last week in October. The date has not been set definitely, but it is expected to be the twenty-seventh.

The New England Kokoals are making great preparations for the first fall koruskation which will be held at Boston on October nineteenth. W. D. Leeds, Massachusetts skout, states that thirty applications are already on file and he expects a class of about sixty.

#### The Chicago Koruskation.

The busy season for the Kokoals as well as the coal trade has arrived and the country from one end to the other resounds with the calls of the scouts in the various localities calling the faithful to a koruskation. The first koruskation of the season was held in Chicago on September twenty-seventh, at 411 Masonic Temple. A large crowd was in attendance and the initiation ceremonies were greatly enjoyed. Sixteen candidates were initiated and the honor of getting the special work of the degree team was accorded to James W. Flanigan, manager for the Pullman Fuel Co., Plymouth building, Chicago. James is a willing soul and he took the "work" like a duck takes to water. The following candidates were admitted to the order and sixteen additional boosters are now spreading the gospel of a square deal.

John J. Hayes, 303 Dearborn street, Chicago.  
W. H. Scott, sales agent Lehigh Valley Coal Co., 138 Jackson boulevard, Chicago.

Gregg J. Welch, Shoal Creek Coal Co., Fisher building, Chicago.

L. S. Bovee, Spring Valley Coal Co., Old Colony building, Chicago.

S. A. Holcomb, Holcomb Brothers, Sycamore, Ill.

W. A. Martens, Martens Brothers, Maywood, Ill.

Tom J. Cochran, Ender Coal & Coke Co., 277 Dearborn street, Chicago.

J. M. Whitsett, Monarch Coal Co., 355 Dearborn street, Chicago.

Charles S. Robb, general manager Davis Colliery Co., Elkins, W. Va.

Charles E. Goodhue, secretary Garden City Fuel Co., 107 North Oakley avenue, Chicago.

James W. Flanigan, manager Pullman Fuel Co., 303 Dearborn street, Chicago.

Sam H. Goodall, president and general manager Carverville District Coal Co., Marion, Ill.

J. G. Peironnett, Peironnett-Conn Coal Co., Old Colony building, Chicago.

John C. McMynn, consulting engineer Robert W. Hunt & Co., 1121 Rookery, Chicago.

Hany E. Pinger, salesman Crescent Coal & Mining Co., 303 Dearborn street, Chicago.

George S. Hillis, salesman Carverville District Coal Co., 303 Fisher building, Chicago.

After the initiation Modoc Tandy called for stories to amuse the assembled brothers until the vaudeville artists made their appearance. He started the ball a rolling by telling one himself. The Modoc used to run a country newspaper down in Missouri a good many years ago and the subscribers did not pay their subscriptions as

promptly as was necessary. Editor and Proprietor Tandy was not feeling any too good one day and the subject of delinquent subscriptions was keeping his mind pretty well occupied. When it came to making up the paper he found he had an inch space to fill in the editorial column so he penned the following paragraph and inserted it at the top of the editorial column:

"Just one minute—the astronomers tell us that a monster comet is heading for the earth with the speed of an express train. Only a few days remain in which to pay your subscription to the News—we don't want to trot all over h—ll to find you." It's too bad Tandy deserted the field of journalism. His talent could have been used to good advantage on some of the coal trade papers.

Here is Charlie Gilmore's donation:

Some visitors who were being shown over a pauper lunatic asylum inquired of their guide what method was employed to discover when the inmates were sufficiently recovered to leave.

"Well," replied he, "you see, it's this way. We have a big trough of water, and we turns on the tap. We leave it running, and tells 'em to bail out the water with pails until they've emptied the trough."

"How does that prove it?" asked one of the visitors.

"Well," said the guide, "them as ain't idiots turns off the tap."

Ray Hammond's contribution was a rare treat for the Germans.

Here it is: A couple of Irishmen who had recently come over were reading the papers industriously and looking around to familiarize themselves with this country. On Broadway they saw a couple of Germans meet. "Gut morgen," said one. "Wie gehts," said the other. "There's two of the biggest men in New York," whispered Pat to Mike. "Morgan and Gates."

After the story telling several vaudeville entertainers amused the crowd. A new Kokoal with pugilistic aspirations also amused the crowd by failing to live up to the reputation given him by his enthusiastic friends. This three round boxing bout was one of the best things on the bill and brings to mind the old saying that a man who is looking for trouble always finds it if he is persistent in his search. The new Kokoal was persistent if not scientific, and what happened to him is a Kokoal secret. A Dutch lunch was served and every one voted the koruskation an unqualified success.

#### The Koruskation at New York.

The koruskation held in New York city on September twenty-seventh was the best attended meeting of its kind ever held in the east. Forty-seven new members were taken into the order and a great many more have expressed a desire to join since the koruskation. The meeting was called to order at five o'clock and the dinner served at eleven minutes past seven. John W. Rockwell filled the office of Modoc, H. A. Baxter, Baronel; Ralph Neilson, Baron; A. W. Hillebrand, Baronet; Fred C. Russell, Mazumer; Arthur Terry, Pictor; W. F. Armstrong, Gazzo; Grant Emmons, Pit Boss; Chas. E. McWilliams, Spotta; B. A. Lester, Swatta; Edward A. Ward, Acolyte. James D. Van Pelt, Skout for New York, had charge of the preliminary arrangements for the koruskation.

Skout Van Pelt delivered the greeting and an interesting address, "Reminiscences of the Coal Trade," was delivered by John W. Rockwell. Chas. W. Lester gave an interesting talk on "The History of the Order Kokoal," and was followed by Oscar H. Chellbourg, whose topic was "The influence on the modern social econ-

omy of the alleged coal trust." Mr. W. S. Wolle, sales agent Lehigh Valley Coal Co.; Mr. Frank Powellson, sales agent Lehigh & Wilkesbarre Coal Co.; F. A. Crum and E. J. Skeele also favored the diners with brief impromptu comments and stories.

The following new members were initiated at the meeting: D. E. Van Wickle, R. J. Noble, A. Ziegler, C. L. Briggs, I. N. Houghkirk, D. P. Stanton, N. L. Haldt, W. B. McQueen, W. O'Connell, E. R. Dunbar, G. F. Leshier, R. W. Griffith, R. F. Corcoran, F. A. Crum, Theo. Haff, L. J. Barrett, T. T. Lawson, D. Broadhead, W. F. Ainsworth, M. D. Price, E. B. Frick, Arthur Connors, H. A. Freeman, B. Miller, C. W. White, O. R. Erklene, F. Green, D. Mitchell, A. M. Brown, A. Connors, C. W. Proctor, D. G. Thompson, F. Staendell, G. M. Van De Water, W. L. Scott, A. J. Fields, E. A. Keeler II, B. W. Haff, D. P. Haff, W. C. Ackley, D. A. Hesser, Franklin Moore, Ed. Borden, G. Mason Janey, W. S. Rowland, Dan. Anthony, D. J. Sargent.

#### Notes of Interest.

Considerable trouble is reported at West Frankfort, Ill., between non-union Italian laborers and American union miners. Governor Deenen has dispatched Col. R. J. Shand to investigate, and if the outbreak is serious troops will be sent to restore order.

It has just been discovered that the Chippewa river at Savastapool, Wis., has been washing out large chunks of coal, and depositing them on the sandbars below. The find has caused considerable excitement as it is thought the entire town is underlaid with coal.

The Diamond Vale Coal & Iron Co., Vancouver, B. C., has purchased two thousand acres of coal land in the Nicola valley, the consideration being \$100,000. A shaft is now being sunk, and it is thought that coal will be produced within the next few months.

A pile of coal which the Union Pacific railway has been strong at Junction City, Kas., for use on the Kansas division of the road, was recently discovered to be on fire. The pile contains over three thousand tons, and it is thought the majority of it will be destroyed.

According to the press bulletin of the United States Geological Survey, the output of coal in North Dakota for the year 1905 amounted to 317,542 short tons, which had a spot value of \$424,778. All of this coal was a brown lignite, which is not a high grade fuel for heating purposes.

The first car load of coal to be shipped out of the Bear Creek mining district of Montana was loaded at the tipple of the Bear Creek Mining Co., a few days ago, and consigned to Bridger. It is expected that within a very short time a large force of men will be employed.

At the present time there are three drilling outfits at work near Madrid, Iowa, and so far several good veins of coal have been struck. It is believed that the vein which was recently discovered by the Seandia Coal Co., near Seandia, is far reaching, and for this reason options are being rapidly taken up.

A number of the large coal mining companies of eastern Ohio have created a new office at their mines, which is an innovation in the mining business. The office is that of mine inspector, and it will be the duty of the man so employed to look after the condition of the workings, the same as a state mine inspector.

#### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending September eighth, the corresponding week last year, the year to date, and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending Sept. 29, 1906..	17,165	24,637	41,803
Corresponding week, 1905....	16,631	2,553	828,911
Total for 1906 .....	569,514	828,911	1,398,425
Corresponding period, 1905..	197,767	719,396	1,217,163

Increase in tonnage during 1906 to date, as compared with the same period last year, amounted to 181,261 tons.



## The Testing of Coal.\*

By A. Bement, M. W. S. E.

The purchase of coal under specification stipulating its composition, and the analysis of the fuel delivered under such specification, has now become an important feature of the coal business, and while the practice is of comparatively recent origin in this general locality, experience has demonstrated that there are certain features of specifications and analytical methods which may be corrected and improved. This applies particularly to the business transactions between the dealer who sells the coal and the purchaser who burns it. Another phase of the problem concerns the work being done at the coal testing plant of the United States Geological Survey at St. Louis, the Illinois Geological Survey and the Engineering Experiment Station of the University of Illinois. The work of these institutions may be considered as that of research, to distinguish it from the inspection service.

It is the principal object of this paper to emphasize the necessity for improving the practice governing specifications and inspection, and also to suggest certain lines along which the research work should proceed, and it is fuel coal from the eastern interior coal basin that is more particularly considered.

The improvements and corrections which concern terms of specifications, and the inspection service, require that determinations of the following be abandoned:—

Moisture,  
Volatile matter,  
Fixed carbon,  
Sulphur,  
Evaporative power of the coal.

Every essential requirement of the purchaser may be fulfilled by confining specifications and tests to the three following characteristics; in fact, these three features alone will insure greater protection to the purchaser than obtainable under present general practice:—

Per cent of ash in the dry coal.  
Size of the coal,  
Heating power of the pure coal.

The latter, according to prevailing practice, would preferably, of course, be expressed in British thermal units.

The reasons for the above recommendations are given under the following captions:

### Moisture.

Moisture is a great and uncertain variable. It not only differs in various coal seams as the coal lies in the ground, but is affected in fuel as received in shipment, by conditions of weather, temperature and time the coal may be in transit. It is approximately correct, however, to say that each coal seam has a characteristic moisture content of its own, which is uniform over at least very considerable areas, but the after influence above mentioned changes it, so that there is no assurance of what it may be except under specially defined conditions.

Therefore, the producer or coal dealer can exercise no control over moisture, and as the prime object of fuel inspection service is to insure that the customer is served to the best ability of the dealer, specifications and tests of moisture in coal delivered can offer no protection to the purchaser. As before mentioned moisture varies in different coal seams; for this reason it might appear that its determination would indicate the seam from which the coal came. This is not true, however, for reasons above mentioned. If tests are expected to identify the seam which produced the coal other means must necessarily be employed.

However, in coal inspection service, moisture has been found to be very high in cases where delivery is by wagon, which, owing to lack of sufficient explanation of phenomena at the time, may have led to the opinion that the dealer wetted the coal for the purpose of increasing its

weight at the time of loading. If this is the practice, it necessarily complicates the problem, but the writer has had cause to visit every coal yard in Chicago, and never observed any wetting of coal or any appliances for such purpose. It would be a difficult and expensive matter to wet fuel as loaded, and require water pipes located along team tracks, which in some cases extend for several hundred feet, and with the finer sizes of coal it would necessitate a man stationed at each wagon to supply water as fast as the coal was loaded, otherwise it would be impossible to add any great amount, because simply flooding the top of a wagon load of screenings, for example, would only insure the upper surface being wetted as the water would not penetrate the mass. A further study of this matter has made it appear to the author, that this high moisture in wagon delivered coal, is due to the practice of wetting coal while it is being unloaded, very often done for the purpose of allaying dust, and to the water which is commonly added in the fire room for various reasons, both prior to the time of sampling.

This matter of moisture also complicates the problem as far as the inspection service is concerned, because it is impracticable for the inspecting company to have its sampler present when a wagon load of coal arrives, as it would entail an expense which the service could not bear. Also, sampling attempted at the time of unloading could not be properly performed, as the sampler would be unable to gather from a wagon at the sidewalk and prepare a sample as it should be done. Thus it appears, that the determination of moisture, even in wagon delivered coal, serves no useful purpose. With fuel received in cars, there could, of course, be no opportunity for adding water.

### Volatile Matter.

No fuel coal of this locality is purchased for the purpose of making gas or for use in by-product recovery plants, therefore tests for this constituent are unnecessary, unless there be a great difference in the coal. "Volatile matter" is not very well understood. The best conclusion is that coal is a complicated hydro-carbon which breaks down in distillation into various fractions, depending upon temperature and duration of heating period, and that the difference in coal of this basin is not greater than that due to the varying effect produced by the volatilization test itself; or, in other words, the variation may be caused by the test rather than by the composition of the coal. Thus the volatile matter test is not sufficiently accurate to be of service in this case. It is, of course, true, that it would distinguish between bituminous, semi-bituminous and anthracite coal, but one may do this merely by inspection without any test whatever.

All coal of this basin is high in "volatile matter"; all will make smoke if burned in sufficiently bad furnaces, and all will make smokeless combustion and good efficiency in good furnaces.

### Fixed Carbon.

In coal analysis the disposition is to follow precedent. Coal mining became an important industry in the east long before it did in this locality. Much coal in the Appalachian basin is suited to the manufacture of a high grade of coke, and the amount of residue, or, in other words, the coke obtained under the conditions of the process, is a matter of first importance. This has had the effect of emphasizing the importance of "fixed carbon," so that it has been looked upon in many quarters as of more moment than any other characteristic of coal, and these ideas, extending to our locality, have to a considerable extent influenced opinion regarding fuel. The same remarks regarding the uncertainty of the determination of volatile matter apply to that of fixed carbon, because the test for the former is the one giving data for the latter. If coke was made from coal in this locality, it would be possible under certain conditions, to make a

useful application of the test for fixed carbon; inasmuch, however, as it is not the case, this constituent is only a troublesome and misleading feature of analysis.

### Sulphur.

Sulphur has been in a measure treated in the past the same as fixed carbon. In metallurgical work it is of extreme importance, and in this connection has received more attention than with fuel coal. This has given a prominence to the sulphur determination which it would not otherwise possess, and upon the assumption that sulphur is in the form of pyrites or very largely so, the conclusion has been accepted that the amount of sulphur is an indication of the tendency of the ash in the coal to clinker. This is true, however, to only a slight extent; in fact, may not even be considered as a working hypothesis in this coal basin, because some of the seams which are the highest in sulphur produce the least clinkering, therefore conclusions regarding the behavior of the ash in this respect, are not justified by the amount of sulphur in the coal.

### Evaporative Power.

This is something which should never, under any circumstances, become a feature of specifications or guarantees, for several very important reasons. In general, too many variable factors enter into the problem. For example, boilers differ, some being more efficient than others, absorbing greater or less amounts of heat from the coal for reasons due to their individual superiority or inferiority. Then furnaces differ greatly; in some cases all of the volatile matter may be burned; in others, a large portion be wasted. Again, fire grates differ in like measure, causing varying losses of fuel which falls into the ash pits, and the combination of grate and furnace has an important influence on the excess of air which necessarily enters, and for this latter reason, also, the useful result obtained from the coal is affected to a marked extent. The above refers to the characteristics of the apparatus itself, but at this point another and most serious variable must be considered, that of the personal equation of the fireman or furnace operator; therefore it is apparent that in such a test, one may be unable to discover whether the result is due to the fuel, the peculiarities of the apparatus or its manipulation. In the case of a coal purchaser who does not realize these facts, the result is always attributed to the object in view, which is, in such instance, to determine the value of the coal. If he had wished to discover whether he employed a good fireman or not, the experiment would have been precisely the same, and he would have then considered the result due to manipulation. It is not only the above features which have an important influence, but the character of the load on the plant is a matter of great moment. In a works where boilers run steadily for twenty-four hours, the result secured, everything being equal, will be much better than in one where the work is necessarily interrupted by stoppages at noon-time, shutting down at night, or with peaks of load as in electric railway service. Any one of the foregoing causes may exercise a greater influence on the evaporative result secured than that due to variation in fuel.

It is not intended in the above to imply that coal burning experiments are not useful, because there are some things which may be settled as affecting certain plants; for example, fuel high in ash generally costs less per ton than that containing less ash, and it might be a question which would be the most economical to use; or, the matter of the most desirable size of fuel may be in question. These two are the only features which can be settled by burning coal under a boiler, and they should not be made part of a specification or guarantee, but used entirely for the guidance of the fuel user in selecting the best grade.

(To be concluded in next week's issue.)

\*A paper read before the Western Society of Engineers, on October third, 1906.



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, October 4, 1906.

The continued mild weather prevailing, and being of an unseasonable character, is having a tendency to keep in check considerable anthracite coal business, which would become available under more favorable climatic conditions. The principal feature of the trade seems to be that the supply of tonnage is curtailed to a great extent by the shortage of cars at the mines, delaying shipments to certain localities, and it is not seen how this can be increased materially as the season advances, with no apparent improvement in sight as to obtaining a better equipment. The production during the past month it is believed will reflect the restricted condition, when the actual figures become known, as the working days were much less than for the two preceding months, which are usually considered the least active of the year, and will be felt in the total year's business. With colder weather a slight stimulus would probably be given the trade, where stocks have in a measure been depleted, but as dealers are generally well stocked with coal, through their purchases at discount prices, there is not likely to be a sufficient incentive to develop any large number of orders, until the early winter demand sets in. The line trade is probably the only class of business that has shown any signs toward improvement, and even this is light, thought being of a somewhat more regular character, in comparison with other lines, it is appreciated by absorbing such quantity of coal as is in transit from the mines. There is in some instances a demand for increased shipments to all-rail delivery points on foreign roads, but the difficulty of securing cars for this purpose is permitting very little of it to go forward, owing to the great uncertainty of their return to the systems when unloaded, and in consequence shippers are taking every precaution to husband this class of equipment while the stringency is on. The requirements at tidewater ports and for shipment coastwise, is very light, and it is seldom one sees so little activity in the market during October as is doing at this time, causing a large number of barges employed in this transportation service to tie up or go into other lines of trade. Boston and most of

the New England points give no indications as yet for a revival of the trade in that territory and things continue very flat, neither is there an increase expected until a larger proportion of the coal now in storage is moved off into consumption, and the needs of the retailer become more apparent than at present. The only redeeming feature of the situation is that the steam sizes are becoming stronger in demand, with most shippers short of practically all sizes, this being due largely to their restriction at the mines. If the requirements of these coals continue to increase as they have done in the past few weeks, there is likely to be a shortage on these grades that will seriously affect later buying. As there was little washery coal produced all summer, with but few resummptions so far, has permitted the picking up of them, in cases where held in stock prior to the suspension in the spring, making the market comparatively bare of many of these sizes at present, which may be further accentuated, with the advance of the season, should mining remain on the past month's basis.

### Market Shows Improvement.

The Atlantic seaboard soft coal trade shows in a general way a slightly stronger tone, with an improved demand in some directions. This demand is to an extent coming from the east, and is indicative of the great reduction in stocks that have been made since their being placed in store, also giving an idea of the importance of this enormous business, as to its effect upon the market when available for shipment, or to be shut off by excessive storage, as was the case this summer. That more interest in coal is now manifest from that territory is having a good effect upon the trade generally, especially with the producers and shippers, who have taken on new courage and are looking for better things. Rather an unusual condition has developed in the last few weeks, by the urgent demand for soft coal from the mines supplying the tidewater trade, to go to central western and Lake Erie and Hudson points, at prices in advance of what can be obtained here, with shipments already being made, and a desire on the part of operators to take all they can get for thirty days

delivery. Gas coals from the West Virginia fields are finding a ready market in the west for all the coal that can be shipped to it, of this quality, and shippers are seemingly giving that territory the preference in making shipments over the local trade. The car question has with some of the roads become a very serious one, not as to a concerted shortage at this time, but with what ability a supply of cars can be furnished later on when traffic conditions become more acute, as already one of the individual main line roads has fallen far short of furnishing the equipment and facilities needed by producers in order that their mines may not be entirely closed down. The Baltimore & Ohio seems to be responsible for most of the trouble that is interfering with the movement of coal, many mines not receiving any cars for two or three days at a time, making the average monthly allotment far short of the rating. While many complaints are made at the unfair treatment given shippers, little or no attention is paid to it, though often admitting the statement of facts in the case. The most uninteresting market in the trade is that prevailing recently in New York harbor and may be justly said to be in a demoralized condition. The little demand for coal here is apparently not recognized by many shippers who insist in sending coal to the shipping ports, for which they hold no orders, and when compelled to move it, is usually at a price below the cost of the transaction. Trade in the far east is better than it has been all summer, and orders are increasing to replenish stock piles, as also to take advantage of the current low ocean freight, which should progress favorably now that the normal fall trade is in effect. The sound is sending in more orders than it has, and is thought to be a forerunner of better things. The all-rail business is fairly steady, but prices are not as firm as they were, being influenced by the figures quoted at tide. The coastwise vessel market shows an easy tone, as enough craft of all kinds seem to be available for present requirements of the trade. We quote current rates of freight from Philadelphia as follows: Boston, Salem and Portland, 65@70c; to the sound, 55c; Lynn, Newburyport and Bangor, 85c; Portsmouth and Bath, 70@75c; Saco, 90c and towage; Gardiner, 85@90c and towage.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, Oct. 6.—(Special Correspondence.)—There has been no appreciable change in conditions of the anthracite market during the past week, except perhaps there is a somewhat more healthy activity in the line order business. Car shortage is still playing a prominent part in the market dullness, for it delays forwarding from the mines and handicaps the agents who have coal for distribution.

Lake shipments have been lighter for the past week, for the reason that vessel tonnage has been less free owing to the demand for ore and grain boats. Forwarding for the month of September reached 364,450 tons, an increase over the same period last year, when 344,000 tons went forward.

So far as Buffalo is concerned the weather has been a factor in conditions. Never in the history of the coal trade has there been such continuous mild weather recorded, and the result has been a holding back of retail trade which ordinarily would have been in great activity. Many homes have not yet had any heat beyond

the gas range, which does summer duty. A rush is anticipated as soon as the first chill winds of winter begin to sweep down from Lake Erie.

There will be no shortage in the supply of domestic sizes during the coming winter, according to the opinion of the dealers, nor will there be any change in the prices of hard coal, though the trade is expected to be better than last winter, which was open. One extreme is supposed to follow another, and a hot, long summer, it is expected, will be followed by a more than usually severe winter. In 1895 the conditions were not at all favorable to a large consumption of fuel, and the dealers locally were never crowded in supplying the needs of the market. Many dealers have considerable left over from the early summer receipts, but they do not expect to lessen in the least the usual winter orders, in fact there will be an increase all along the line.

The fact that the agreement between the miners and operators holds good for three years

places all danger of a strike in the anthracite regions out of the reckoning. There is a certainty that the production will be as great if not greater than heretofore.

While there is some trouble in getting deliveries because of the car shortage, there is no alarm felt in any quarter, for more cars will be available when the movement of crops is more nearly accomplished. It is said at the present time that the big steel hopper cars are being used by the companies to transport cabbages.

At all the anthracite mines the companies are again working full time and are quite likely to continue to do so during the winter. There is no scarcity here except in pea coal, which is always short in supply.

There is no change in the bituminous trade, according to the local operators. While the market is reasonably firm, there is no increase in price or in demand. The mines continue working about half the time, but are turning out all the coal that can be handled.



## The Philadelphia Coal Trade.

PHILADELPHIA, PA., October 6.—(*Special Correspondence*.)—The anthracite coal market shows very little change from the condition prevailing for some weeks past and no business of any importance is expected while the current consumption remains small. There seems to be a lack of energy in the trade which has been apparent during the entire past month, not only on account of the dullness of the business at retail, but for want of better facilities in the transportation of the product which is being greatly hampered by the interference of an excessive amount of outside freights. This freight is being forced upon the coal roads to such an extent that they lose control of a great amount of equipment and motive power. This congestion is now being seriously felt in the operation of the mines. For several weeks past the situation as to the number of cars that could be made available for loading at the mines was of such an uncertainty that working days were reduced from six a week to four and less in instances, with some mines entirely closed. In the event of any trade activity arising in the near future through a more seasonable climate, demanding increased shipments, the car situation is liable to become more accentuated, as it is not seen how the general stringency on all lines of traffic can be reduced within the time required to give the necessary relief. There is some

improvement in the demand for steam sizes, with this trade increasing as the season advances and a shortage of the more popular grades is not unlooked for.

In the bituminous coal market there is a slightly better tone, indicating that consumers are more inclined to take on larger quantities for accumulating their winter stocks than has been the case hitherto. It is also evident that the demand is on the increase, especially on the better grades, as buyers anticipate some interruption to transportation and a greater scarcity of cars, as the trade develops to larger proportions, which augurs favorably for a fuller production at the mines. The shipment of the poorer grades to terminal points in excess of the requirements has had a depressing effect upon them, weakening prices materially, both for all-rail and tidewater delivery and has resulted in embargoes being placed against further consignments. There is a fairly steady movement of coal going on contract business and is taking the bulk of the tonnage now being produced, yet the car supply on some roads is restricting it to some extent, this applying chiefly on shipments to all-rail points on foreign roads. Prices on the lower grades are down to \$1.00 and in cases even less is accepted f. o. b. cars at the mines, in order to move the coal. On the better grades prices are firmer, quotations ranging from \$1.15@1.25 at the mines.

## The New England Coal Trade.

BOSTON, MASS., October 6.—(*Special Correspondence*.)—It is yet too early to look for any improvement of consequence in the hard coal trade, as with stocks unusually heavy, resulting from discount purchases, neither the dealer nor consumer is in a mood to take on additional supplies while this status lasts. In fact, the trade at this center does not expect to see any decided change for at least some time to come or until cold weather sets in, as dealers' stocks are moving out quite slowly, with no incentive to buy where householders' bins remain full, makes it evident that the first effective demand must come from the transient trade, the people who do not order their coal in advance, but take it as the needs may call for. Occasional cargoes continue to arrive at the discharging ports, though all of them are not consigned on orders and are frequently delayed before being disposed of or may eventually be put in stock at those points for later distribution. The New England trade is if anything more propitious as to its future recovery and is looked upon as one of the first to reflect the season. Here and there a few extra orders are being sent in and this is likely to increase as stocks in yards become reduced at an earlier period, owing to the limited storage facilities with this class of trade. The steam grades appear to be moving off more freely and while the current needs are not as

large as the tonnage would indicate, yet consumers of these coals are endeavoring to secure a supply ahead for winter use, fearing a shortage in shipment may occur later on.

The improvement noted in the demand for bituminous coal in our last issue continues. There is no rush about it, but compares very favorably with the amount of business which was transacted would indicate that consumers are in greater a month ago and the firmer tone predominating need of coal and more anxious to get forward a quantity at the low ocean freights now prevailing. The shipments so far on the standard grades have not been plentiful, indeed, are behind on the orders placed, this being attributed to the shortage of coal at the tidewater ports rather than any delay due to water transportation. The labor situation in the lower fields is having quite an influence in retarding the production, while operators are favoring the coke product, as the prices are comparatively higher on it than coal, ranging from \$3.25 up to \$3.75 per ton for foundry use at the ovens, with an unlimited demand. Prices remain unchanged from last week's report, the standard grades quoting on cars, Mystic wharf, \$3.63 and \$3.30 for Pennsylvania coal. In the coastwise vessel market the anticipated advance in freights has not yet become effective and 65@70c from the lower ports, except Baltimore, being five cents higher, are the quotations.

## The Baltimore Shipping Trade.

BALTIMORE, MD., Oct. 6.—(*Special Correspondence*.)—"The demand is increasing daily, but I cannot get sufficient coal to meet my wants," is the complaint of a well-known bituminous handler here, and this may be given as the key to the present situation here. Orders are coming in more freely with each passing day, and the car restriction is such that agencies for the fuel in Baltimore cannot get enough coal through to meet the exigencies of the situation. There can be but one result if things go on as they promise at present, and that is that there will be a big advance in the price list for available coals.

While the eastern market is not at present demanding the rates that are quoted in the west still there has been a stiffening all along the line. George's Creek coals are now readily bringing \$1.65, with even better prices where any considerable quantity has been immediately available.

One dealer in bituminous said early this week that he could do double the business that he is doing if he could only get the fuel through from the mines. This does not mean that a considerable amount of coal is not moving, for the shipments over the piers are holding well up to the average for several months past, and large quantities are being gotten through for the line trade, but it does mean that the fall awakening is on and that greater quantities of coal could readily be gotten rid of if the railroads were able to meet promptly all the demands of the operators for cars.

In the matter of anthracite the trade is also somewhat restricted by lack of cars, but no serious inconvenience has resulted. It is understood that the Baltimore Retail Coal Exchange has under consideration an increase in the price, to become effective at some time previous to the

first of the year. When the wholesale list reached its maximum for the year in September the retail list also went up to the winter schedule. Another twenty-five-cent advance is now contemplated in the retail price, as dealers here all contend that it costs more to handle the fuel from the time they place their orders until the coal is dumped into the cellars of consumers than ever before. The trade here is rather stagnant, although the cool weather of the past few days has had a somewhat stimulating effect. It is thought that business will be quite brisk from now on, however.

One of the daily papers here, which, however, has not a very prominent duty in the community to perform, spoke of the setting of prices by the Retail Coal Exchange as a trust operation, so to speak, and has been urging action by the states attorney. The coal men here, however, do not have any special fears, as they contend that their rates are in no wise exorbitant, and that the consumer gets a much better deal than in many other places.

Shipments by water continue fairly heavy for the season. The last northern coast charters made public, that of the schooner William H. Clifford, for Boston, at seventy cents, and of the schooner Alecia B. Crosby for Portland at seventy cents, would indicate a drop, as from seventy-five to eighty cents has been the prevailing rate recently. No special changes have been noted to southern ports, or to points in Mexico, but the announcements within the past ten days have not been as numerous.

The Western Maryland railroad last Sunday put into effect its fall schedule, and with it made the announcement of through trains to Elkins, W. Va., where connection is made with the Cole & Coke railroad, the Davis controlled property. In this connection it is interesting to note that Hon. Henry G. Davis, while in Baltimore several days ago, made the announcement through the newspapers that the Coal & Coke railroad was not for sale. It has been generally rumored that both the Gould interests and the Baltimore & Ohio railroad have been after the property so as to gain control of the rich coal section which it is destined to drain.

In the campaign which is now being conducted for the purification of the Potomac river, both the pulp mills and the coal mines along the stream are coming in for consideration at present. It is said that an endeavor is being made to find some remedy for the sulphur which comes from the water tunnel of the Consolidation Coal Co. properties in the George's Creek region. It is estimated by the state authorities who are conducting the campaign that every nine million gallons of the water which flows from the tunnel contains about 350 tons of sulphur.

The former full-rigged ship Luzon has been converted into a coal barge for the American Towing & Lightering Co., and is now loading her maiden cargo of bituminous for Providence.

Henry G. Brown, president of the Maryland Coal & Coke Co., of this city, has returned from a business and pleasure trip to the New Hampshire mountains. He was caught in a snowstorm while up on a tall peak and says he got a genuine taste of winter and is hardly thawed out, even after a week in Baltimore. He found business conditions, in relation to coal, booming in New England.

### Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending September fourteenth amounted to 138,868 tons, making a total to that date of 4,222,275 tons, as compared with 6,228,394 tons for the corresponding period last year, a decrease of 2,006,110 tons.

Coke tonnage for the same week amounted to 1,526 tons, making a total this year of 46,155 tons, as compared with 62,370 tons for the same period last year, a decrease for the present year of 2,006,119 tons.

We consider that part of your paper devoted to descriptions and views of up-to-date retail coal yards as the most interesting, along with advertising schemes which you publish from time to time. We are also much interested in your general review of the markets, as it aids in ordering.—A. C. Johnston & Son, Joliet, Ill.



## Eastern General and Personal Notes.

J. M. Creighton, of No. 1 Broadway, New York, returned to active business duties on Thursday of last week, after having spent the summer in recreation at Amsterdam, N. Y., accompanied by Mrs. Creighton.

F. J. Mitchell Jr., who has for some time been connected as salesman with the Morrisdale Coal Co., New York, has accepted a similar position with the firm of Percy Heilner & Son, at New York, effective October first.

An inclined plane has been erected at the Anchor colliery of the Philadelphia & Reading Coal & Iron Co., near Pottsville, Pa., for the purpose of flushing the mine, in which there has been a fire for the last thirty-seven years.

Robert C. Hill, vice-president of Maderia, Hill & Co., New York, who, accompanied by Mrs. Hill, spent the past three months abroad touring Europe and Scotland, returned on Wednesday of this week via the steamship Oceanic from Liverpool.

D. F. Connor, sales agent of Whitney & Kemmerer, New York, spent several days of last week on a trip to the upper Lehigh anthracite coal field, in company with Mr. Kemmerer, also visiting Wilkesbarre and Scranton before his return on Saturday.

Commissioner C. P. Neil reports that the average price of anthracite coal, domestic sizes, during the month of August was \$4.68 per ton, f. o. b. New York harbor shipping ports, which means an increase of three per cent in the miners' wages for that month.

The owners of the Philadelphia schooner Harry A. Berwind received a cable from her captain on Thursday of last week, stating that the Berwind is a total loss at the Isle of Pines. The crew is safe. The schooner was bound from San Juan for Mobile.

The Keystone Coal & Coke Co. has purchased from W. R. Barnhart, Greensburg, Pa., a tract of 250 acres of coal land in Hempfield township in the Greensburg basin district. The price paid was in the neighborhood of \$250,000, approximating \$1,000 per acre.

Assessors of the Northumberland county, Pa., coal region have announced their intention of fixing the minimum rate for the mineral right of coal companies at \$500 per acre. It is estimated that this increase will add about \$4,000 to the county receipts.

The Atlantic Coast Line railway is making arrangements of the construction of a coal-storage plant at Waycross, Ga. The building will have a capacity for storing 40,000 tons of coal, and will cost about \$65,000. Electric machinery will be used in loading and unloading coal cars.

The Dixon Pocahontas Fuel Co., which recently began the development of a three thousand-acre tract of coal land at Welch, W. Va., has struck a vein of coal five and a half feet in thickness at a depth of 180 feet. Mining operations are in charge of Superintendent J. P. Davis.

The trial of a damage suit was started on September twenty-seventh, before Judge Bechtel, at Pottsville, Pa., in which Edward Connolly is the plaintiff and the Black Diamond Anthracite Co. the defendant. The claim is for \$10,000 for injuries. The defendant is Powderly's Co-operative Co.

The contract for supplying the Standard Oil Co., Philadelphia and New York, with coal the coming year has been awarded the Amalgamated Coal Co., New York. The amount of coal to be delivered will be about 150,000 tons, the price for which is understood to be eighty-two cents at the mines.

A party of New York and Pennsylvania capitalists have purchased three-quarters of a square mile of property on Narragansett bay, and will make another attempt to operate the old Portsmouth coal mines, which are located on the property. The diggings will be pumped out and briquetting factories erected.

Smith, Lineaweaver & Co., of Philadelphia, which established a branch office at 11 Broadway, New York, early in the year, with Percy E. Morrell in charge as sales agent, have decided to close this office, at least temporarily, and Mr. Morrell will take up quarters in Philadelphia, to be associated with the company there.

Col. J. B. Coryell, president of the Cambria Coal Mining Co., of Philadelphia, met with a very painful accident to his wrist on Thursday evening of last week, while on his way to attend the koruskation of the Order of Kokoal at the Arena, New York. The fracture was quite serious and will incapacitate the hand for some time.

A vein of coal, the value of which is estimated at from fifty to a hundred million dollars, has been discovered in the Mahanoy valley, Pennsylvania, by prospectors in the employ of the Philadelphia & Reading Coal & Iron Co. The vein consists of the purest anthracite, and it will require half a century of steady mining to exhaust it.

Directors of the Pennsylvania Railroad Co., at a meeting held last week, elected R. L. Franklin to the position of freight claim agent, to succeed the late Franklin D. Howell. Mr. Franklin was advanced from the position of assistant freight claim agent, to which A. E. Fitler, chief rate clerk in the office of the coal freight agent, succeeds.

A. D. Wales, the Binghamton, N. Y., lawyer, who brought suit against John Mitchell, president, and the United Mine Workers for \$250,000 for settling the big miners' strike of 1902, has, it is understood, dropped the suit, and there will be no further litigation. It is reported that Wales discontinued his suit because he could not get ex-Governor Black and Senators Penrose and Platt into court as witnesses.

Geo. W. Clark, chief car clerk and car distributor of the Pennsylvania railroad, with offices at Altoona, Pa., resigned his position a week ago to enter private business. Mr. Clark was one of the important witnesses before the Interstate Commerce Commission during its coal investigation. He admitted having received money and coal stock as gifts from coal companies, but denied that it had been for any favors given them.

Franklin Moore, of New York City, who retired from the coal business early in the year, disposing of his interest in the firm of Hillebrand & Moore, at that time to Mr. Hillebrand, has taken an office on the sixth floor of No. 1 Broadway, where he will be located for the purpose of conducting a wholesale coal business. Mr. Moore is well known to the trade, having been identified with it, in various capacities, during the greater part of his business career.

An effort is being made, it is said, by the government to negotiate for the charter of several large schooners owned by Boston people to carry coal to Guantanamo, Cuba, in anticipation of possible trouble on the island. Several of the Boston owners of coal schooners are in correspondence with government officials for a number of five-masters, and will probably be engaged within a few days to carry coal from the Atlantic seaports. It is understood that the rates of freight offered are very attractive.

The discovery of the Lykens Valley coal vein on Pond Creek, Pennsylvania, during the week, showing a thickness of six feet, rather upsets past calculations of geologists that this vein extended no farther than the Hazelton basin. Its being tapped at this point, which is on the extreme northeast of the Lehigh field, indicates that it underlies other extensive operations in the adjoining localities.

R. J. Buchholz, formerly of the firm of Buchholz & Hill, New York sales agents of Irish Bros.' coal, has severed his connection to enter into partnership with C. P. Morrell, who has been the general sales agent of the Penn Gas Coal Co. at Philadelphia, for the past two years. The firm has secured a suite of rooms at No. 1 Broadway, recently vacated by the Cambria Coal Mining Co., and will be known under the name of Buchholz & Morrell. James A. Hill, the junior member of the old firm, will continue as

sales agent, under his own name, of Irish Bros.' coal, with no change from present quarters.

The Beech Creek nine and several of their friends of New York, who constitute a baseball team made up of the employes of the company, from which they take their name, went to Philadelphia on Saturday last to play a team composed of the employes of the Pennsylvania Coal & Coke Co., as the result of a long standing invitation. The game, it was stated, proved to be a very strenuous affair, and, judging from the score, it is evident some of the heavyweights got more exercise than they had anticipated. The Beech Creek team, however, won the game by a score of twenty-eight runs against twelve of their opponents'. Following the play, which took place on the grounds of the Tioga Club, a dinner was served at a famous hostelry in that city, which the party enjoyed, and general good fellowship predominated, making a fitting climax to the features of the day.

Announcement was made on Thursday, September twenty-seventh, by the New York Central railroad that D. B. McCoy, superintendent of the Hudson River division of the road, has been promoted to be assistant general manager, and that he will assume his new duties on October first. Other changes to take effect on the same date are as follows: James Hustis, now superintendent of the Rome, Watertown & Ogdensburg railroad, will succeed Mr. McCoy, while Frank T. Slack, who is now trainmaster, will be made assistant superintendent, and J. C. McCoy, who has been D. B. McCoy's chief clerk, takes the position of trainmaster. Mr. McCoy has been superintendent of the Hudson River division for many years and has had a prominent interest in the adoption of the improvements made upon it, including the installation of the block system now in operation over the entire length of the road.

J. C. Stubbs, of Chicago, chairman of the executive officers' committee appointed two months ago by all the railroads west of Chicago to study doubtful points in the new rate law and to obtain the advice of counsel regarding them, has completed the preparation of the committee's report on passenger affairs and has been submitted formally to the Transcontinental Passenger Association. The feature of the report, which takes the form of answers to thirty questions asked for by the various railroad companies, seems to be that practically all of the transportation heretofore reduced by reason of special conditions prevailing will now be cut out and put on the regular rate. Exceptions are made to those engaged in connection with charity, missionaries, evangelists, national or state officers of religious organizations. Transportation cannot be issued for advertising. It is generally accepted, however, that carriers may carry an open account with publishers and that publishers may carry an open account with carriers for advertising, and that these accounts can be balanced periodically, but the balance must be paid in cash.

James T. Dickson, formerly president of the Dickson Manufacturing Co., Scranton, Pa., died at his home at Dalton on the evening of Thursday, September twenty-seventh. For several years Mr. Dickson was stationed at Wilkesbarre as agent of the Dickson Manufacturing Co. before he was promoted to the presidency of the company, of which his father, Thomas T. Dickson, was the founder. He was the first president of the Dime Savings Bank of Scranton, and for sixteen years before the Lackawanna State Hospital became a state institution he was president of that hospital. After severing his connection with the Dickson Manufacturing Co. he for many years was in charge of the freight department of the local division of the Delaware & Hudson Co., also serving the same company in other capacities, and later was one of the promoters of the new electric railway from Dalton to Factoryville, now under construction. Mr. Dickson was fifty-two years of age and is survived by his wife and three children; one brother, Joseph B. Dickson, of the firm of Dickson & Eddy, New York, general sales agents of the Scranton Coal Co.'s coal; two sisters, Mrs. Col. H. F. Boies, of Scranton, and Mrs. Thomas T. Torrey, her husband being formerly general sales agent of the Delaware & Hudson Co.



## Proper Methods of Advertising for the Retail Dealer.

This department has been in a state of suspended animation during the three summer months but the ad. man is now at his desk and from time to time will give to the readers of THE BLACK DIAMOND his opinion regarding advertising methods and his criticisms upon specific advertisements. Samples of advertisements which have been used by dealers will always be welcomed and will receive consideration in the order of their receipt.

While advertising by means of circulars, cards of various sorts and special advertising devices such as fans, calendars and the like, have a most important place in the resources of the advertiser, yet after all, the chief and staple means of putting one's business before the public and keeping buyers reminded of the advantages to be found by patronizing the advertiser, is to be found in the columns of the local newspapers. For this talk, therefore, I have selected a few newspaper advertisements almost at random, from a large number which I had on hand, for reproduction and discussion.

The ultimate purpose of an advertisement of course, is to sell coal, but to do this the notice

happy" in display type drive home the application to the reader. The advertisement on a whole is unconventional and violates some of the recognized rules of ad. building, but the good qualities which I have noted are so conspicuous that it seems to me it must have been effective, and as effectiveness is the real test of an advertisement I believe this one is well worthy of favorable consideration.

One rule in ad. writing which should always be kept in mind and never violated without a good and clearly recognized reason, is that the illustration used should be in harmony with the ideas expressed in the reading matter. It should in some form embody that which is the keynote of the text.

I have before me four advertisements forming a series used by the Janesville Coal Co., of Janesville, Wis., two of which, the best, are reproduced here. In each case the illustration is used to express in pictorial form a catch phrase which follows it. In the first of these a side view of a locomotive with the engineer leaning from his cab window and peering intently down the track graphically expresses the exhortation to: "LOOK AHEAD, and tell us to put in your winter coal now."


Thus far the working out of the idea shows perfect unity, and that, too, in the expression of something which most certainly ought to be impressed upon the consumers. The sentence which follows, however, has no clearly obvious connection with the first part of the ad. Those who are familiar with the conditions existing in the coal trade during the summer and who are well informed as to the probable conditions during the fall, can read between the lines and see in the statement: "We are ready for you and we can give you nice fresh stock. The price is just right," reasons for looking ahead, but the average reader does not know these things and in this sentence will find absolutely nothing to impress him and clinch the belief that he really ought to lay in his winter's coal at once. In other words I believe that to have made this ad fully effective, to have gotten the best results after securing the attention by the illustration and catch line, there should have been given in concise but forceful words some clear reasons for the opening exhortation, for example, advancing prices or the coming car shortage.

In the other advertisement of this company, which is reproduced here, the open basement window, the pile of coal and the man with his shovel take the place of a dozen words and admirably serve their purpose in conveying the idea of a long sentence merely by the three words, "Do it now," which, however, should have been given somewhat greater relative prominence by a different selection of type.

But here again the writer of the ad. has stopped with his idea only half-developed. The statements which follow: "You know our coal is

not making use of the full opportunity afforded by the illustration and catch lines for impressing the wisdom of making purchases in the summer rather than in the fall or winter.

The other two advertisements in this series make use of illustrations less novel or suggestive, and hence less effective than the two which we have reproduced. One of them shows two hands shielding a lighted match followed by the words: "A light on the subject of coal," and the other uses the old and familiar picture of a town crier ringing a bell and accompanied by the words: "Hear ye, hear ye." On the other hand the reading matter which follows these two



"You remember, Jack, last summer you worried about our next winter's Coal bill and I told you to order of CARGILL and your worries would be at an end"

"Yes, and how comfortable we were and our bill wasn't near what it used to be other winters!"

**LET US MAKE YOU HAPPY.**

**The Cargill Coal Co.**

Offices: Dock West end Mason St. Bridge.      Phones: Wis. 1743.  
General: West end of Main St. Bridge.      " Valley, 43.

of the readers must first be attracted so that they will read what the advertiser has to say. He must gain their attention. The older school of advertisers sought to do this exclusively by a skillful combination of types, in the make up, and by securing advantageous placing, next to reading matter. But in this later day, illustration plays a most important part, so much so that oftentimes the pictures on the advertising page are so numerous as to lose their distinctiveness as such unless there is something in the picture itself which forces the attention.

One characteristic of the human mind which may be successfully appealed to is curiosity. To do this with the greatest success, while the illustration must command attention it must not tell too much, but must compel the observer to read the accompanying print in order to get at the whole story. The advertisement of the Cargill Coal Co., of Green Bay, Wis., is a good application of this idea. "All the world loves a lover," and the picture of the two young people with heads close together, their faces smilingly intent upon a paper of which they both have hold, instantly suggests something intensely interesting, so much so that the average reader will not resist the temptation to find out what it is all about by reading the little story. By the time he has done this he has, in spite of himself, received the suggestion that Cargill sells coal at bottom prices, at the same time furnishing a fine grade of product, although none of the stock expressions have been used in conveying the idea.

"Yes, and how comfortable we were and our bill wasn't near so high as it used to be other winters!" is delightfully commonplace in its form of expression, and yet scores the two points just named, while the capitalization of the name CARGILL completes the conveyance of the essential ideas, and the words "let us make you

**HEADQUARTERS FOR**

**Threshing Coal**

**CALL AND SEE US BEFORE BUYING.**

**C. H. JACKSON**

good; if not, a trial will convince you," and the reference to "our Economy coal" are all right in themselves and good in a right connection, but, as in the case of the "Look ahead" ad, the full possibilities have not been utilized, due to



**LOOK**

**AHEAD**

**AND TELL US TO**

**Put in Your Winter's Coal Now.**

**We are ready for you, and we can give you nice fresh stock. The price is just right.**

**JANESVILLE COAL CO.**

**—PHONE 89—**

**Office—Riverside Laundry.**  
**Yards—South River and Oak Streets**

advertisements is well chosen and adapted to impress the readers.

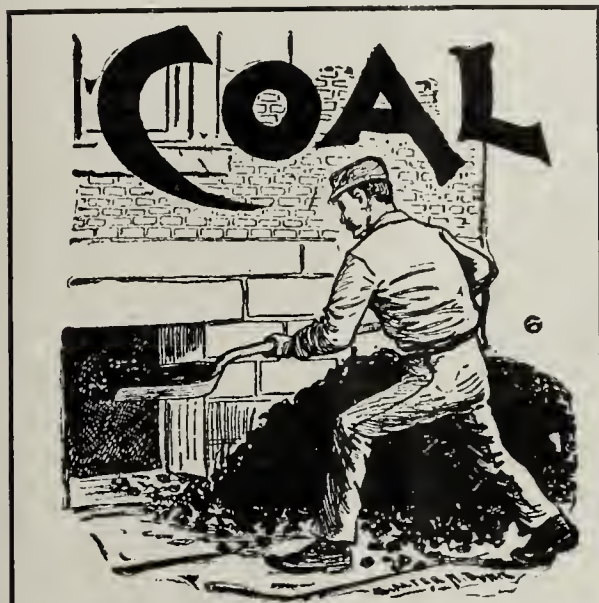
The advertisement of J. W. Lucas & Co., of Benton Harbor, Mich., is a suggestive one for study, comprising as it does some most excellent features, together with some which may be called in question. The picture of the fat and jolly-faced man screening his coal is sure to attract attention and at the same time has the further good quality of expressing in itself something which appeals to every householder, recalling past experiences with dirty coal spreading its dust throughout the house from bottom to top. The picture is further enforced and the application of it to J. W. Lucas & Co. brought out by the statement: "All coal leaving our yard is carefully screened."

The direct application of the statement to the firm advertising might have been emphasized by using a larger type for the word "our" but as the adoption of this expedient might be taken as casting a slur upon competitors, a thing which should be avoided in all but exceptional instances, its use would depend upon local conditions and existing relations between the various dealers. The statement quoted is concluded and the connection between the advertiser and the reader completed by the words: "Let us be your coal man," a phrase which is intentionally peculiar as to its grammar, and perhaps more striking for that reason.

The features of this ad. which have been noted so far are altogether good. If I am not very much mistaken they would have the desired effect upon many readers. But I question the desirability of bringing into the same advertisement



the other matter used: "Winter will have no terrors for you if your coal bin is full of D. L. & W. Scranton anthracite." They have no connection with the other part of the ad., and in themselves are so lacking in anything specific



#### DO IT NOW.

You know our coal is good.  
If not, a trial will convince you.  
with our Economy Coal for your  
fall and winter supply is a wise thing  
to do.

## JANESVILLE COAL CO.

Phone 89.

Order Office: Riverside Laundry

as to have very little convincing power. The omission of this part of the advertisement with the consequent rearrangement of the ad. by running the words "All coal leaving our yard is carefully screened; let us be your coal man," to the right of the cut would, in my estimation, have been much better.

The other two advertisements which I am reproducing in full are an entirely different class from the others, namely, plain display ads., without illustration. That of C. H. Jackson, of Oconomowoc, Wis., is to be especially commended for several excellent qualities. Unless surrounded by other advertisements of closely similar make-up it is sure to stand out and catch the eye of the reader no matter where placed upon the printed page. This fact is due in part to the excellent "make-up," and in part to its brevity, which, however, combines conciseness with clearness. It is an advertisement which could scarcely escape the notice of any reader taking the least interest in coal for threshing purposes. The make-up of this card is so good as to leave very little to be desired, but as a minor suggestion I would say that it might have been slightly more in keeping with the extreme simplicity of the style adopted, to have omitted the small ornaments preceding and following the advertiser's name, which then would have stood out even more sharply than now. Regarding the wording of the advertisement, while the invitation "Call and see us before buying" is entirely consistent with what precedes and follows, yet possibly the advertisement would have been even stronger had these words been replaced by some equally concise but fresher sentence assigning a specific reason why it would be well for the buyer to see the advertiser. But taken as it stands the ad. is an excellent one.

The advertisement of Fred D. Nellis, of Cairo, Ill., headed "To Coal Consumers," is an example of the more steady-going sort which aims to se-

cure its effect by what it actually says rather than by anything new or striking in its form or appearance. Its underlying thought throughout is contained in the words "Low Prices," based first upon the time of purchase and second upon the size of the order. The first of these is suggested by the sentence "As an inducement for my customers to buy their winter supply of coal early, the following prices will be in effect until Sept. 1, 1906." This is a plain, straightforward statement and entirely right so far as it goes, but I would offer again the suggestion already made above regarding the advertisements of the Janesville Coal Co., namely, that the average consumer is not familiar enough with conditions in the coal trade to be sufficiently impressed by the statement that he should buy before September first when this statement is unsupported by any clear and specific reason for so doing. Another line could therefore have been profitably used for this purpose. Or the same object could have been accomplished in another way, provided the coal dealer knew what his September prices would be. He might have given them in parallel columns with the August prices, or more briefly, have stated that there would be, for example, an advance of twenty-five cents on the date named. In the sentence following price quotations there is a slight lack of clearness, it not being made clear whether the discount of five cents is from the preceding prices or from "Special prices in car lots." These criticisms, however, have to do with details only. The advertisement as a whole is to be commended for its general clearness and adherence to unity of purpose throughout.

In looking over the considerable number of newspaper advertisements from which I have selected six for reproduction in connection with this article, I have made note of several things which in some cases destroy and in every case mar the effect of the advertisement in which they occur, and I believe it will be of value to cite enough examples of the faults noted to put my readers upon their guard against occurrence in their advertisements. Chief among these is the matter of spelling. Conspicuous in one advertisement is the form "coak," in another "Eggg," in another "immediatly," in another "bigg," in still another "frese" which only the context shows is intended for "fresh," and lastly

your advertisement goes into the newspaper. The best proofreaders occasionally overlook such mistakes and unfortunately in many newspaper offices the proofreading is exceedingly poor. No careful advertiser, therefore, will neglect the caution of supplementing the publisher's proofreading with a careful examination of the proof by himself. Occasionally this will be impossible where the copy has been furnished to the printer so late that there is barely time for it to be published, but even then if the advertisement is to be run several times he has ample opportunity

## TO COAL CONSUMERS.

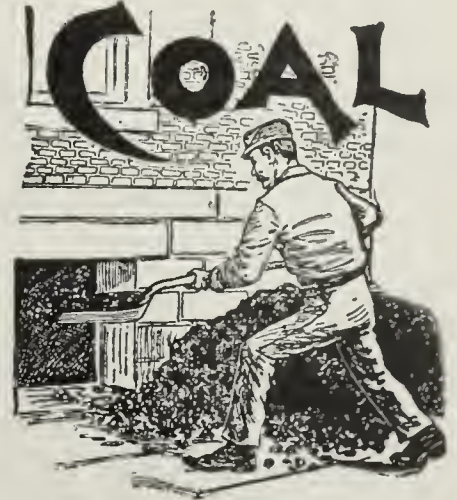
As an inducement for my customers to buy their winter supply of coal early, the following prices will be in effect until Sept. 1, 1906.

Bigg Muddy lump coal, per ton.....	\$3.25	Five ton..	\$3.15
Carterville lump coal per ton.....	2.60	Five ton..	2.50
Standard lump coal per ton.....	2.35	Five ton..	2.25
Big Muddy washed nut coal per ton.....	2.75	Five ton..	2.65
DuQuoin washed nut coal per ton.....	2.60	Five ton..	2.50
Rescreened nut coal.....	2.25	Five ton..	2.15

Delivered to any part of the city. Special prices in car lots and a discount of five cents per ton will be allowed on all large orders when filled.

**FRED D. NELLIS,** 1507 Ccm 1 Ave., Both phones 324

to catch the errors after the first appearance. One of the errors noted above occurs in four copies of the ad., appearing in as many different issues of the paper where published. This certainly could have been corrected.



## You Save a Ton—

perhaps two—of coal in a season if you buy the right kind. That's why I keep calling your attention to the kind of Coal I handle. I want you to try my

## BRIAR CREEK

the best deep-shaft Coal mined in the Territory—no slack—no slate—but large, black coal. It costs no more than the other kinds. Phone you know

**N. F. CHEADLE.**

Phone No. 6.

N. F. Cheadle, of Guthrie, Okla., has the right idea about advertising. He appeals to the pocket-book of the coal consumer. This ad. will touch the heart and secure the attention of every one who burns coal. Tell a man you can save him money on his coal bills and he will listen to you willingly. Prove it to him and you make a friend for life.

THE AD MAN.



## WINTER

will have no terrors if your coal bin is full of

**D. L. & W.**

## SCRANTON ANTHRACITE

It does not clinker.

**\$7.65 FOR AUGUST DELIVERY**

All coal leaving our yards is carefully screened.

**Let Us Be Your Coal Man.**

**J.W. LUCAS & Co**  
**COAL AND WOOD**

Office corner Sixth and Main Streets, Yards Park and Third Streets.

"sold medal," presumably meaning "gold medal."

Probably every one of these slips is the fault of the printer, as also is the use of the two forms "threshing" and "thrashing," in the same advertisement. They serve, therefore, to illustrate strongly the wisdom of insisting that proof shall be furnished by the printer before



# Market and Trade News from the Pittsburg Field.

Office of THE BLACK DIAMOND,  
PITTSBURG, October 4.

Everything is moving along in the usual way in the Pittsburg district. "All at it." This seems to be the state of affairs which is especially applicable to the coal and coke industry.

At all points in the district we hear the same report; busy! busy! busy! and no probability of a speedy let up.

There is but one strike of any importance in the region, and the effect of this one has long since been smothered. Not only are all the available mines in active operation, but earnest efforts are being made constantly by the large operators, tending to open up abandoned mines wherever it is thought practical to do so.

Shipments of both coke and coal are limited to the supply of cars obtainable; the amount of cars sent forward for the week is much greater than has been shipped for a long time.

The car supply is still short, but the railroads here are deserving of praise for the way that they have been handling this vexatious problem. Not only the coal and coke people, but shippers of all kinds, especially those in the iron and steel trade, have been making life miserable for the railroad man. There is no doubt but that much improvement has been made along these lines; and it is confidently anticipated by those most vitally concerned that in the no distant future the railroads entering into and leaving Pittsburg will have their car service in satisfactory shape to all shippers in this district.

Much interest exists at present among the shippers of coal by river. This method of transportation is receiving a very considerable share of the attention of the heavy shippers of all kinds of merchandise in this section. It is claimed, and justly so, that to ship by water is the best and certainly the speediest way to relieve the periodical congestion of the railroads. Along these lines much interest is being taken in the improvement of the Ohio river, which has been going on for some time, and which is projected on a large scale. The persons interested in the Lake Erie canal are busy formulating their plans and will soon be after the great public for stock subscriptions to this great enterprise.

Much interest is being displayed also by the builders of steamers and barges, and there is no doubt but that at no distant day the barges holding the coal and the steamers propelling them will be made of steel.

At present every car available for coal and coke is in use; the river shippers are daily loading immense quantities at the mines in the upper pools in barges ready for shipment at the first boat-stage rise of the river, and the shippers of coke are more than busy, being overwhelmed with orders for present and future delivery.

There is no change to report in the ruling prices of coal since last week. Although there is a heavy shortage, yet prices have not made any material advance. Run-of-mine coal is selling strong at \$1.20@1.40 per ton f. o. b. the mine; three-quarter-inch is bringing \$1.25@1.35 per ton f. o. b. the mine; lump is listed at \$1.40@1.55 per ton f. o. b. the mine; and slack is quoted at 85@90c per ton f. o. b. the mine, which is a slight advance over the price of one week ago. As already intimated, the demand is heavy and producers can not keep up with the rush of orders.

The coke market shows an advance over last week. Furnace grade is strong at \$3.10@3.20 per ton f. o. b. the ovens for present delivery, and we learn of contracts being made for next year at \$3.10. Foundry coke is higher and is selling for \$3.60@3.75 per ton f. o. b. the ovens. Although prices are higher than last week on both grades, and the market is stronger, we

are advised that there is coke for sale at the price quoted above for present delivery. There is no change to report in the market for coal and coke at retail; the weather here has been mild, and the retail dealers are not disposed to run up prices at present, although this may be done almost any day.

As regards the future it is hard to prophesy. It is not likely that there will be any decrease of any size in the present ruling prices; nor is it likely that any increase over the rates now ruling will be large; everybody engaged in the coal and coke business is not only busy and has been so far some time, but is also satisfied, apparently, with the present prices and the present state of affairs; the inference from this is that there will not be any changes of vital importance occurring in the near future.

## GENERAL AND PERSONAL NOTES

Stockholders of the Marion Coal & Coke Co., of Zelionople, Pa., have asked for a receiver for the company.

Busy! Busier! Busiest! This is the verdict of the coal and coke producers of the Pittsburg district this week.

The Diamond Coal Co. has added another new boat to its list. The new steamer is called the Volcaso, and is a beauty.

Capt. J. Frank Tilley and W. H. Crump have returned from the annual convention of the National Board of Steam Navigation, recently held in New York city.

William J. Weixel has entered suit against the Livengood Coal & Coke Co., of Pittsburg, to recover salary alleged to be due him as secretary of the company, amounting to \$1,200.

The W. M. Wood, a sea-going tug belonging to the coal combine, sank in one hundred feet of water thirty miles below New Orleans on Saturday last while towing barges. The crew escaped.

Francis L. Robbins, chairman of the board of directors of the Pittsburg Coal Co., and a member of the Republican state advisory committee, is attending a meeting of the committee in Philadelphia this week.

Capt. W. S. Roe, manager of the Pittsburg & Morgantown line, has returned to the city from Parkersburg, where he has been spending a number of days superintending repairs being made to the steamer Kanawha.

The A. R. Budd Coal Co. has added a new boat to its already excellent supply, having launched at the Marietta yards of Capt. J. M. Hammitt the new Frank Gilmore, which will take the place of the old steamer of that name.

Early in the morning of September thirtieth fire broke out in Model barge No. 83, owned by the Monongahela River Consolidated Coal & Coke Co., in the Ohio river, at Painters landing, and destroyed the greater part of the boat.

The plant of the Juniata Coal & Coke Co. at Juniataville, near Connellsville, was destroyed by fire on the night of September thirtieth. The loss is placed at thirty thousand dollars, partly covered by insurance. Two hundred and fifty men will be thrown out of work until the works are rebuilt.

A bill in equity has been filed by the Monongahela River Consolidated Coal & Coke Co. in common pleas court at Pittsburg against the West Side Belt Line Railroad Co. and the Pittsburg & Lake Erie Railroad Co., asking for an injunction to restrain the defendants from tearing down various walls and abutments on the river bank, which if removed would seriously interfere with

the business of the plaintiffs and endanger their docks at the points mentioned.

An increase in coke shipments for the week amounts to over one thousand tons over the previous week's product. The week's production is estimated at 278,324 tons. The shipments aggregated 12,071 cars. The shipments from the lower Connellsville district aggregated 3,998 cars, and a total of 105,947 tons. The combined output of both regions for the week aggregated 353,570 tons.

Papers have just been filed at Uniontown, Pa., showing that Benjamin Thaw and Alexander Blair Thaw, of Pittsburg, have appointed Thomas Chalmers Dorsie as a third member of the trust to fill the vacancy caused by the death of William R. Thompson, in June last. Mr. Thompson was a son-in-law of the late William Thaw, the originator and owner of the "Thaw Coke Trust."

In a recent accident, a rear end collision on the Baltimore & Ohio railroad, near Cumberland, W. Va., a number of Pittsburg people were injured; among them was Mrs. J. Frank Tilley. Mr. and Mrs. Tilley were returning home from the meeting of the National Board of Steam Navigation in New York. Mrs. Tilley's injuries, although of a painful were not of a serious nature.

The Pittsburg-Buffalo Co. is making excellent progress at its new mines in Washington county. About sixty feet is the record of the downward progress of the pits. These sixty feet have been forced down through hard and flinty rock. The work is being pushed forward as rapidly as possible, and it will not be long before the great vein of coal below the surface will be reached.

The miners of the Pittsburg district are not satisfied unless there is something to keep up a dissatisfied state of affairs. Much effort has been put forth to make capital and sentiment out of the strike now on at the mines of the Pittsburg Plate Glass Co. During the week a number of meetings have been held in the towns contiguous to

the mines of the glass company. The subject of the addresses made were the "Creighton strike." Prominent miners connected with the local organization made addresses. The result of these meetings is "nil"; the miner in the Pittsburg district seems to be satisfied with the present state of affairs in the district, and is content to share in the present prosperity now existing in this vicinity.

Ten Pittsburg river men, headed by Capt. J. Frank Tilley, of the Monongahela River Consolidated Coal & Coke Co., left Pittsburg on Monday night for Cincinnati to enter protests on behalf of the local shippers against the Baltimore & Ohio railroad bridge at Parkersburg. One of the piers of this bridge is alleged to have been the cause of scores of accidents to coal tows and the loss of several fortunes. The Monongahela River Consolidated Coal & Coke Co. sent Captains Boli, Dunlevy, Reno and Morris; the Peoples Coal Co. will be represented by Capt. G. W. Thomas, and the interests of the United Coal Co. will be looked after by Capt. J. W. Harger. River interests are endeavoring to have the railroad compelled to remove the pier.

## Richards Coal Mining Co.

Frick Annex - PITTSBURG, PA.



## MINERS AND SHIPPERS

OF

**Youghioghny Gas  
Panhandle  
Pittsburg No. 8**

AND ALL GRADES OF

**CONNELLSVILLE AND W. VA. COKE**

## RAILS NEW and RELAYING

12 to 100 lb. Sections

Second Hand Rails cut to length.

Immediate shipments guaranteed from stock. Less carloads our specialty.

**L. B. Foster Co.,** 619 Park Bldg. Pittsburgh, Pa.

## STEEL RAILS

We buy and sell all sizes of New and Relaying Rails. We have in stock new light rails from 12-lb. to 40-lb. ready for quick shipment. Please communicate with us.

**IRON CITY STEEL COMPANY**  
Bessemer Building, Pittsburg, Pa.

## RAILS NEW AND RELAYING

Buyers of Mixed Mine Scrap

**L. K. HIRSCH CO.**

Frick Building, PITTSBURGH, PA.

## THE COMING

## COAL FIELD

Is in Maryland. We have 800 acres in Garrett County, and a fully equipped mine, capable of producing from 500 to 1000 tons a day, of high-grade Steam, Blacksmith and Coking Coal.

## WE WANT MORE CAPITAL TO DEVELOP OUR PLANT

Our property has quadrupled in value inside of the past year. If interested write to

**BEECHWOOD-**

**CUMBERLAND COAL CO.**

LAND TITLE BLDG. 911 BESSEMER BLDG.  
PHILADELPHIA, PA. PITTSBURG, PA.

## C. C. BOWMAN MINER and SHIPPER ANTHRACITE — COKE — BITUMINOUS (SOLE SHIPPER)

"RELiance"

"Buck Mountain"

"Big Vein Lehigh"

"Wilkes Barre"

And other grades Anthracite

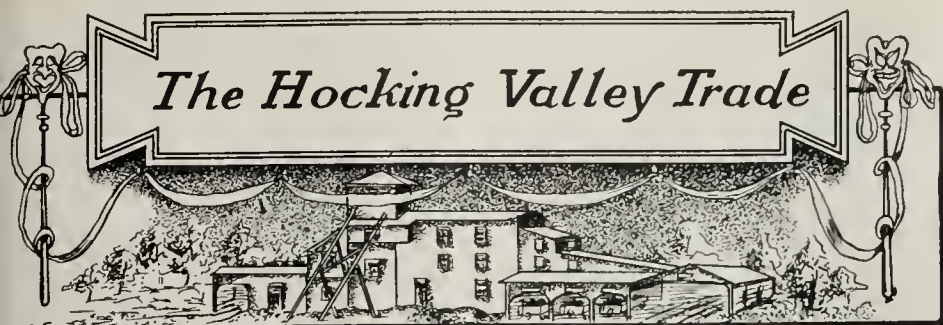
Connellsville, Latrobe, Gallitzin and West Virginia Coke

ADDRESS ALL COMMUNICATIONS TO 119 WILLIAM ST., PITTSBURG, PA.

Anthracite Shipments made by Rail or Water via P. R. R., P. & R. R. R.,

L. V. R. R., Erie R. R., and their connections.





COLUMBUS, OHIO, October 6.—(Special Correspondence.)—The putting into effect on Monday, the first inst., of the new Hocking Valley circular was an event emphasized with the first taste of anything like cool weather. While not pronounced force, it has evidently been serving as a reminder to consumers, as the market has remained strong in face of the advance in prices, and in the opinion of many would have had a much greater increase. Domestic lump, selling under the September circular at \$1.65, is now quoted at \$1.75; other prices are: three-quarter lump, \$1.65; run-of-mine, \$1.40; domestic nut, \$1.25; pea, \$1.10; nut, pea and slack, 85c; coarse slack, 65c.

A very satisfactory condition of trade is reported at all headquarters, and prices seem to be well maintained. Domestic trade continues to gather in volume. Some large steam contracts have been secured during the past week. The prospect of a further car shortage on account of the enforcement of the interstate commerce law regarding air equipment is said to be acting as an incentive for big consumers to place orders considerably in advance of their needs. It is too early yet to determine how much increased embarrassment is to result from this law, which went into effect October first. Lake and way business has been relieved by the action of the interstate railway commission in passing favorably upon the application of the railroads to extend the time for the strict enforcement of this regulation until the fifteenth of March. The roads have complied with the law in providing twenty-five per cent of their cars with air equipment, but it is not always convenient to make up a train having this proportion. In view of the heavy coal traffic in prospect for the next few months, and the hardship it would work to both operators and consumers to curtail the roads in the use of their rolling stock, indulgence has been granted.

Touching the subject of car supply, an interesting case was brought informally before the commission this week by a delegation of operators from the Massillon district, and regular proceedings are now in preparation for hearing. The offender in the case is the Wheeling & Lake Erie railroad, which it claimed showed discrimination in the distribution of cars in favor of the Hanna interests at Cleveland. The latter has the exclusive use of some four hundred coal cars, which the railroad company contends are the personal property of the coal corporation. The protesting operators dispute this, and profess to be able to prove by the records that it is a subterfuge. In addition to the services of these alleged private coal cars, the Hanna company shares in the proportioning of all other available cars belonging to the railway. While the mines of the Hocking valley are supposed to be able to work half the time, the car shortage is really much more serious than this would indicate. One of the big companies which is supposed to load 250 cars a day state that they are not able to scrape together more than eighty to eighty-five cars. That conditions are still worse in some sections of West Virginia is indicated by a report received from a coal company operating in the New River district, which showed that on one day last week out of a normal output of thirty thousand tons it was possible to secure cars for only 7,500 tons.

During the past week there has been a number of prominent coal men from the northwest and other localities investigating the question of car supply

and attempting to accelerate shipments on contracts in which they are interested.

Retail coal dealers which are compelled to bear the brunt of public sentiment on all matters at issue between the coal interests and the small consumer, are still being made the object of newspaper attack for the upward tendency of prices. It is claimed that coal will probably go to \$4 this winter, which is 50c per ton more than it ever sold for in the history of the city. The price is now \$3.25, with rather a weak market, but it is understood that within the next week it will be advanced to \$3.50.

#### GENERAL AND PERSONAL NOTES.

J. G. Hoffman, the well known wholesale coal man of Detroit, was in town this week.

Mr. Weist, of the Falling Rock Cannel Coal Co., New York, was in Columbus this week.

Thomas Heap, of Anderson & Heap, coal dealers of Urbana, Ohio, was in Columbus on Tuesday.

W. P. Bonny, president of the Duncan Fuel Co., Green Bay, Wis., paid Columbus a visit this week.

Peter Reiss, president of the Reiss Coal Co., Sheboygan, Wis., is among this week's out-of-town visitors.

Sidney McManigal, president of the Hamilton Coal Co., returned Wednesday from a week's visit to New York city.

H. H. Heiner, vice-president of the Sunday Creek Co., has returned from a several weeks' business trip to the northwest.

The State Mine Inspector's bulletin for September shows that fourteen miners were killed in Ohio during the month.

E. L. Jamison, assistant general freight agent of the Toledo & Ohio Central, was a caller at the offices of the Hamilton Coal Co. on Tuesday.

Maynard Bros. have been awarded the Toledo municipal contract on their Elkhorn coal, calling for some six thousand tons. By recent ordinance the city in question is compelled to burn smokeless coal.

A. J. Atwater, western sales agent, Chicago; C. J. Andrews, northern sales agent, Detroit, and F. L. Fenstermacher, southwestern sales agent, Indianapolis, all of the Sunday Creek Co., were at headquarters here this week for conference.

Maynard Bros. have contracted for the entire output of the Henry County Coal & Coke Co., of Lookout, Ky., the product coming from the new Elkhorn smokeless coal district of Kentucky, on the Chesapeake & Ohio railway. The maximum capacity is fifteen hundred tons daily.

The local stock market has been offered two hundred thousand dollars of six per cent preferred stock of the Columbus & Hocking Coal & Iron Co. on a basis of seventy-five, issued as part of the plans for meeting the expenses of the immense clay works now being erected on the company's lands in the Hocking valley.

A movement is on foot, having its origin in labor circles, to re-establish the interstate agreement between miners and operators in the four states of Ohio,

Indiana, Illinois and Pennsylvania. After an existence of ten years the mutual relations which prevailed among the fields named were disrupted during the recent strike. No official action has as yet been taken.

The Dean Coal Co. has closed an important deal with the Huber Manufacturing Co., of Marion, Ohio, the biggest concern in existence devoted to threshers and other farming machinery, for an immense tonnage of their Cambridge coal, the life of the contract extending to March, 1908. Within the past few weeks this enterprising company has landed seven large contracts.

The Hocking Valley Coal Exchange is under new ownership. L. D. Lampman having disposed of his interests to J. P. Commisky of Detroit, W. H. Bennett of Toledo, and C. E. Leslie of Columbus, the latter having been connected with the company in the past. The details of the new organization have not yet been perfected. The property consists of a valuable mine in the vicinity of Nelsonville.

Samples of coal and coke from the new Morgantown, W. Va., district are now being analyzed at Ohio State University, this city, with the view of accurately determining their qualities. If the verdict proves as flattering as is anticipated, an important addition will be made to the operations of the Pennsylvania Coal Co. For some weeks past President J. W. Blower has been making exhaustive investigations in this territory, and has now under option a mine with 450 acres of coal lands, with seemingly inexhaustible supply, equal for coking purposes, it is claimed, with the McConnellsville vein.

F. G. Hatton, secretary of the Middle States Coal Co., has resigned his position, to take effect the latter part of October. His successor has not yet been decided upon. A very flattering testimonial to Mr. Hatton's abilities, considering the fact that he is but twenty-six years of age, has come to him in the form of the vice-presidency of the Atlantic & Western railway, a small line in the southern lumber regions. His headquarters will be at Sanford, N. C. Mr. Hatton has been with the Middle States since its organization five years ago, and for a long period previous to that was connected with the Sunday Creek Co.

Should you be in the market for Kanawha Splint and Gas or New River Pocahontas Smokeless Coals just drop the hint to the

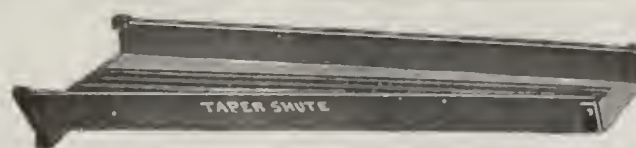
**KANAWHA & OHIO FUEL CO.**  
MINERS and SHIPPERS  
405-406 Hayden Bldg. - Columbus, Ohio

**HENDRICK MFG. CO.**  
CARBONDALE, PA.

NEW YORK OFFICE;  
149 BROADWAY,  
COR. LIBERTY ST.



**PERFORATED PLATE**  
STEEL or BRONZE  
SPECIALLY IMPROVED  
SCREENS FOR CLEANING AND  
SIZING COAL AND COKE, FOR  
SHAKING AND REVOLVING  
SCREENS.



erate in price. All shipments made promptly. Send all orders directly to us at Fredonia, N.Y.  
We have no branch house at Chicago or elsewhere in the west.

#### COAL DEALERS SUPPLIES

Manufactured by the  
Sackett Screen Co., Fredonia, N.Y., are first class,  
are exactly as represented  
and are extremely mod-  
ern. Write to us at Fredonia, N.Y.  
**SACKETT SCREEN CO.**

A. B. Willson. Jas. A. Henchey C. S. Binne

## The Capitol Coal & Coke Co.

MINERS AND SHIPPERS

Pocahontas,  
Youghiogheny,  
Thacker, Hocking.

Capitol Splint and  
Westmoreland Gas Coal  
FOUNDRY, FURNACE AND  
DOMESTIC COKE

Columbus Savings and Trust Building  
COLUMBUS, OHIO

Mine 31. — Shafer Mine

## New York Coal Co.

General Offices  
Columbus, Ohio

C. W. Thompson, Secy-Treas.

Detroit Office: 88-90 Griswold Street  
H. G. Merideth, Vice-Pres.

Miners and Shippers

**Superior Thick Vein  
Hocking Coal**

Our Leader:—"Manhattan"  
lump rescreened, prepared  
especially for the retail trade

Steam users will find our coal superior and our shipments regular and satisfactory. Write us for prices.

## Sunday Creek Company

PRODUCERS

Sunday Creek  
Hocking Coal  
Kanawha Splint  
Steam and Gas Coal

General Offices:  
OUTLOOK BUILDING  
COLUMBUS, OHIO



### Southern Coal and Coke Notes.

#### New Southern Enterprises.

The Capital Coal Co., Birmingham, Ala., has been incorporated with a capital stock of \$60,000 by William E. Leake, C. Exum, John B. Carrington, H. E. McCarmack and P. Norwell.

The Chatfield Coal Co. has been incorporated at Ashland, Ky., with a capital stock of \$10,000. The incorporators of the company are W. W. Hall, O. P. Chatfield and R. G. Chatfield, all of Ashland.

The Tye Fork Coal Co. has been incorporated at Barbourville, Ky., for the purpose of developing two hundred acres of coal land which it owns on the Cumberland railroad. The company is composed of local capitalists.

The Garland County Mining Co. has been incorporated at Little Hot Springs with a capital stock of \$100,000. The company proposes to do a general mining business in Garland county and to maintain general offices at Hot Springs.

#### General Southern Coal and Coke Notes.

The capital stock of the Elk Valley Mining Co., Elk Valley, Tenn., has been increased from \$50,000 to \$125,000.

It is reported that the Eagle Coal Co., Oliver Springs, Tenn., has begun the development of coal properties on an extensive scale.

The Baltimore & Ohio railroad is contemplating the construction of two new spur lines, one from the Wheeling and Pittsburg division to the vicinity of Zollarsville, where extensive coal fields will be reached, and the other from

Connellsville, Pa., to the Trotter coke plant on the Ohio & Baltimore short line branch.

The coal mine of the Bakewell Coal Co., Georgetown, W. Va., has been placed in operation. All machinery in and about the mine is thoroughly up-to-date.

The Sloss, Sheffield Coal, Iron & Steel Co. will spend \$100,000 making improvements and additions to its already large plant at Dora, Ala. New coal washers, tipples and other buildings will be erected.

The South & Western railroad is contemplating the expenditure of \$25,000,000 in the construction of a branch to reach what has long been known as "the heart of America's coal fields" in Tennessee. The Chesapeake & Ohio will also

expend a large sum in the building of the Big Sandy branch, which will be seventy-seven miles in length. This latter branch will reach a coal field aggregating 130,000 acres in northern Kentucky.

F. H. Crockard, general manager of the Tennessee Coal & Iron Co., Birmingham Ala. is closing contracts for improvements to approximate \$7,000,000. When these improvements have been made the company's output will be greatly increased.

An agreement between the Maryland Trust Co. and the Fairmont Coal Co. has been filed at Charleston, W. Va., covering the details of an increase in the coal company's car equipment. Bonds bearing interest at five per cent and payable semi-annually will be issued by the company to the sum of \$1,944,000.

*Delaware Lackawanna & Western, A. A. C.*  
*mines and carries to market*  
*Scranton Coal*  
*S. C. Schermer Agent*  
*Shipments "all rail" and from yards*  
*and docks at Chicago and Toledo.*  
*Chicago Office 1005 Old Colony*

# WILLIAMS & PETERS

KEYSTONE

JERMYN

WILKESBARRE



PITTSTON

CLARION

BLOSSBURG

## COAL

7 BROADWAY, NEW YORK.

#### BRANCH OFFICES:

E. O. SCHERMERHORN, Eastern Sales Agent,  
141 Milk Street, Boston, Mass.

WILLIAMS, WELLS & CO.,  
40 Meadow Street, New Haven Conn.

W. T. ROBERTS, Western Sales Agent,  
1112 Prudential Bldg., Buffalo, N. Y.

F. N. PEASE, Southwestern Sales Agent,  
215 Dearborn Street, Chicago, Ill.



# THE BLACK DIAMOND

VOL. 37. No 15. ★★★

CHICAGO  
CINCINNATI

OCTOBER 13, 1906.

NEW YORK  
PITTSBURG

\$3.00 PER YEAR.

## General Review of the Markets.

As the time approaches for the annual migration of the wild geese southward, indicating that winter weather is near, the coal trade naturally grows stronger. Excellent reports are coming from every section of the country. The upward trend of the market has been accentuated by the little spurts of cold weather which have predominated during the week. As soon as the weather man can keep the mercury down to the thirty-two point for a little while every coal operator will be so busy that all his time will be absorbed in promptly filling an avalanche of orders and following cars to their destination. The weak point in the market is screenings. However, it is pleasing to note that conditions have much improved. The districts suffering most from car shortage are those in West Virginia and the Hocking Valley. The heavy crops of the northwest, of course, must take precedence in transportation over nonperishable commodities. Money is free and farmers have not been anxious to sell their crops. It is reported that there are 800 million bushels of wheat and 2,700 million bushels of corn awaiting transportation. Grain elevators and other store houses are crowded to their full capacity. When this vast amount of wealth from the soil begins to move to market it will produce such a car stringency that it will be almost impossible for coal dealers to secure enough coal to meet current orders. The great industrial activity which now characterizes this country, greater than ever before, requires a constantly increasing amount of coal to furnish sufficient motive power. This demand is also augmented by the building of hundreds of sky scrapers in all the larger cities, which are using large quantities of iron in their construction. This iron, of course, requires in the smelting, a vast amount of coal. For this and other reasons the amount of coal used for producing coke has increased tremendously during the last year, amounting to nearly twelve million tons.

### Outgrowing Our Railroads.

Another aspect of the situation is of extreme interest. Statistics show that the increase in manufactured articles in this country is sixty per cent greater than the increase in the number of cars placed in service by the railroads. This simply proves that we are outgrowing the capacity of the common carriers to take care of the constantly increasing amount of merchandise offered for transportation. Statistics from the Interstate Commerce Commission show that the average freight car is lying idle on an average of twenty-three hours out of twenty-four every day. The railroads have in service about 1,692,194 freight cars, which travel a distance of 9,849,576,535 miles. This is not due to lack of motive power as is sometimes claimed, for reports indicate that there is one freight engine for every sixty-two freight cars. It is obvious that the chief difficulty is a lack of system on the part of all the railroads to move freight cars with the greatest dispatch and efficiency. It has been suggested that a car clearing house should be formed, probably in Chicago, which is the greatest traffic center, the duty of which would be to disburse cars fearlessly in accordance with the highest good of the country and the comparative demand of shippers. The constantly increasing commercial prosperity of the country demands that railroad men solve the car shortage problem in the near future because inability to deliver freight promptly means a loss of millions of dollars to manufacturers and coal operators and all who are engaged in competitive business. It is obvious that the shipping public would have prompter and better service if there were less watered stock, more competent help serving shorter hours, better railroad equipment, shorter and faster trains, more double track and mileage, and a sufficient number of freight cars to take care of the commodities offered for transit.

### State of Eastern Coal Trade.

Reports from eastern markets are encouraging. The trade in New York shows a better tone both in anthracite and bituminous. The car shortage is affecting the supply to such an extent that many operators have a large number of orders which they are not able to fill promptly. It is reported that many of the eastern roads have only twenty-five per cent of the number of cars demanded to transport the commodities offered for transit. The low ocean freight rates have been

an inducement for a large number of shippers to forward as much tonnage as possible. This, of course, has made a great demand on transportation agencies. Much improvement is reported in the trade along Long Island sound, but the amount of business in New York harbor has not increased sufficiently to warrant special comment. There is also an improvement in the all rail trade which is encouraging. It should be noted that the Pennsylvania railroad is perhaps giving the best car service of any of the eastern lines. The coastwise trade is suffering from a shortage of vessels and freight rates are increasing. Trade on the great lakes and Buffalo port is more brisk than in years. Lake shipments during the past week have been exceptionally large and much above normal. Regarding the car situation reports indicate that conditions are about the same as reported last week. Many operators claim they are two weeks behind in their deliveries and that some of the mines are running only on half time. These conditions no doubt will prevail until the close of navigation, when it is hoped there may be some relief. Trade in the Chesapeake and Baltimore districts is reported on the upward trend. Tide water business is improving, but receipts of coal are very low on account of the car shortage. Many customers are clamoring for coal, but dealers who are endeavoring to fill contracts promptly are compelled to disappoint them. An advance of from fifteen to twenty cents is reported in those classes of coal which have been a drug on the market for the past few weeks. Coke is very scarce and the price is advancing. Labor troubles predominate in this section. The anthracite market is growing stronger and an increased supply is coming into the market. In general the eastern markets indicate that the balance of the year will prove exceptionally prosperous.

### West Virginia Coal Trade Active.

Every wind brings a good omen to some one. Operators in the southern field were hopeful that recent troubles with Cuba would bring forth a great demand for Pocahontas coal, which is most excellent steamship fuel. However, cold October weather, with a demand for artificial heat, will no doubt keep the mines so busy that operators will have no time to brood over disappointments. Already it is reported that the supply can not promptly take care of contract trade owing to the deplorable car situation. Labor troubles are also responsible for mitigating the output of the mines. The Kanawha trade is reported much brighter than at any time since last spring. The Louisville district reports that river and all rail trade is strong and there is constant talk of advancing prices. The car situation on the railroads south of the Ohio river is somewhat improved, and it is believed that the possibility of freight congestion is much less on the northern and western lines. In general the state of the trade in the southern district shows a marked improvement.

### The Western Coal Market Strong.

The constant cry of operators is to the effect that sufficient cars can not be secured to move the coal from the mines to dealers. Operators have all the orders on file which they can promptly fill. Good demand for coal is reported from Kansas City and retail dealers are already asking for an extra amount of time to make deliveries. It is anticipated that the use of natural gas in western territory will not appreciably affect the demand for coal. The car situation is not much improved and railroads do not seem to satisfactorily relieve the freight congestion. The amount of coal being mined in Missouri and the western fields is reported less than the normal output. It is reported from Cincinnati that the worst car shortage in several years is being experienced in that district. Retail business is booming and river coal shippers are enjoying the benefit of a rise in the head waters of the Kanawha, enabling them to push large quantities of coal to market. River tippie mines are rushed and running full capacity. Indianapolis reports the same old story relative to car shortage. Conditions, however, on the Big Four show a great improvement, and it is stated that the railroad commission has succeeded in bringing about a reduction of twenty-five to thirty-seven and one-half per cent in freight traffic on coal in the Indiana field.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, October 12.

The first flurry of snow yesterday filled the coal man's heart with joy. This morning almost everyone was too busy filling orders to talk about the market. Many jobbers are already turning down requests for many of the leading brands of coal. The little chilliness in the weather is having its usual effect. On the whole the market is on the upward trend. The prices of screenings are better than last week. As the season advances domestic sizes are more in demand. This, of course, is occasioned by the starting of fires in turnaces and the usual activity of the retailers in supplying enough coal to fill current orders. It is generally known that there is quite a quantity of coal in yards which must be disposed of before the retail trade will show any great effect upon the market. This stock, up to the present time, has been almost sufficient to supply the current demand. Dealers who have placed rush orders have experienced much difficulty in getting coal promptly. Almost all of the railroads which enter the coal fields are congested with freight. This is due to the large amount of merchandise and agricultural products which are being moved at this season of the year.

#### Car Supply Situation.

There is no other factor which affects the supply and demand of coal so much as the car shortage. This is felt all over the country. All-rail trade is not receiving prompt deliveries. The greatest difficulty, however, is experienced at the mines. In some of the western territory cars seem to be more plentiful. On account of the tremendous transportation of grain the vessel freight rates on coal continue strong. There are a large number of instances which go to show that the car shortage this year has outdistanced probably every other season in the past. Statistics prove that the Big Four railroad is hauling about twice as much coal this week as last, which indicates that this road at least is doing all in its power to relieve the strained conditions. The large blockade at Terre Haute has been broken, freeing one hundred cars which were brought in by the Southern Indiana and the Evansville & Terre Haute railroads. This has permitted the mines along the lines of these roads to begin operations again, and the difficulty experienced in getting coal from the Indiana field is somewhat lessened.

In general the western traffic situation is not much improved. It should be noted at this point that none of the trunk lines have sufficient cars to meet the demands of the tremendous tonnage of merchandise which is being offered for transportation. Owing to the great prosperity of the country the railroads have not kept up with the large amount of manufactured articles offered for commerce, and the vast productions of the soil which this year are greatly augmented. Throughout the west it is generally reported that money is plentiful. This has a tendency to induce farmers to hold their crops for better prices. For this reason there are large quantities of grain and wheat and other agricultural products in the west and northwest which have not yet commenced to move eastward and as soon as this transportation becomes a reality all of the western roads will experience a great congestion of freight which will of course hinder the prompt delivery of coal. There are hundreds of cars at the present time on side tracks

which can not be moved for lack of motive power. Statistics, however, show that there is one engine for every sixty-five freight cars, and investigation of this matter seems to evince the fact that if all the roads were working in harmony much of the congestion could be eliminated. It is interesting to note that many of the railroads are cutting the rates on coal. The Missouri road, we understand, has reduced its tariff on coal 25 to 33 1/3 per cent. This eliminates the differences which have been under litigation during the past few weeks. It is interesting to note in passing that this is one of the good results of the rate law which went into effect recently. It is also reported that the Rock Island road is preparing a new coal tariff schedule which will be effective in Minnesota, to meet the cut rates of the Great Northern and other roads. These reductions of tariff will not affect coal transportation for some time since all new tariffs must be filed with the Interstate Commerce Commission for thirty days before they become operative. No doubt the effect of these cuts will produce a lowering of rates on other roads. North Dakota and Minnesota are enjoying a lower freight rate for coal transportation which has been brought about by investigations of the Minnesota State Railroad Commission.

Report is received from the Hocking valley that no more freight cars will be accepted which are not properly equipped with air brakes in accordance with the new interstate commerce law. This, of course, will affect lake and all-rail trade because it will take nearly four thousand cars out of service. It is very difficult even now to get sufficient cars to move the coal from the Ohio field, but after this order becomes effective the car stringency will be much greater than at present. The new schedule of car allotment in the New River and Kanawha coal fields, which recently went into effect on the Chesapeake & Ohio railroad, is said to have caused good results, and local operators are now in position to secure a sufficient supply of cars to enable them to keep up the production of their mines to normal capacity. The assignment of cars in effect on the Louisville & Nashville as well as the Illinois Central road is claimed to somewhat relieve conditions, but the general opinion is that the effect is not appreciable. On the whole the car situation has reached such strained proportions that it is evident all the railroads will be compelled to give the matter of car shortage their very best attention. Otherwise when severe cold weather comes and freight is retarded by snow storms, the car shortage will exceed the highest expectations of the most conservative. Dealers therefore, who desire to serve their trade promptly will lose no time in placing orders for coal immediately.

#### Anthracite Market Firm.

The amount of anthracite used in residences for heating is constantly increasing. Everyone now realizes that winter will soon be here and the orders are coming in rapidly. Car shortage is the predominating feature and has already retarded deliveries, the greatest difficulty being experienced at the mines. There is a great shortage of box cars required for western shipments which is occasioned by the tremendous amount of agricultural products and perishable freight offered for transportation. It is claimed by some railroad officials that the demand for box cars this year is twenty-six per cent greater than at the same time last season. Large quantities of grain are arriving at Buffalo in vessels demanding

prompt movement. Receipts of coal at lake ports are way behind shipments as compared with last year. As soon as the retail dealers dispose of the coal which they have in stock the demand will become very brisk and the anthracite market will show great activity. On account of the extreme car shortage, which without doubt, will develop in the near future, dealers should place orders for coal as early as possible. Even now the anthracite companies are accepting all orders conditional as to delivery. The October circular quotes grade or broken at \$6.25; egg, \$6.50; stove, \$6.50, and chestnut, \$6.50 f. o. b. Chicago.

The Youghiogeny market remains strong. Operators are experiencing great difficulty in securing sufficient transportation facilities to fill contracts. Three-quarter inch lump is quoted at \$3.20@3.30 f. o. b. Chicago; inch and a quarter lump \$3.20@3.40 f. o. b. Chicago; mine run \$3.10@3.20 f. o. b. Chicago. Spot coal is very scarce; prices are liable to advance any day.

#### Indiana Coals in Great Demand.

The car situation in this field is somewhat relieved. The condition of the market is characterized as being very strong on all grades of coal coming from this district. Four-inch lump and four inch egg, Sullivan and Green county coals are quoted today at \$2.55 f. o. b. Chicago; mine run, inch and a quarter Sullivan county egg and inch and a quarter Green county lump are bringing \$2.30 f. o. b. Chicago. The market on both grades is very firm.

#### Illinois Coals Active.

It is reported that the mines in the Carterville district are running only about one-third to two-thirds of the time. The car service is much improved and a larger tonnage of coal is coming into market this week from this district than last. There is a good demand for six-inch lump and the price demanded is \$1.65 f. o. b. the mine or \$2.65 f. o. b. Chicago; six inch domestic egg is bringing the same quotation; No. 3 washed egg was quoted this morning at \$2.15 f. o. b. the mine or \$3.15 f. o. b. Chicago; No. 2 washed nut, \$1.60 f. o. b. the mine or \$2.60 f. o. b. Chicago; No. 4 washed pea, \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago; No. 5 washed slack, 80c f. o. b. the mine, or \$1.80 f. o. b. Chicago.

The amount of coal produced in the Springfield district is about fifty per cent of the average capacity. The car shortage is about the same this week as last. The Alton and Wabash railroads are using every means to relieve the car shortage and it is reported that transportation facilities are just about as good on one road as on the other. It is reported that the mines are producing much less screenings than during the past few weeks, which no doubt will make the market stronger on this class of coal. It is pleasing to note that already the market on screenings is improving. Prices f. o. b. Chicago are \$1@1.05; mine run, \$1.75 f. o. b. Chicago; inch and a half lump, \$2@2.10 f. o. b. Chicago; six inch lump, \$2.25 f. o. b. Chicago; and six inch egg, \$2@2.10 f. o. b. Chicago. The market on six inch egg and lump is strong, but the demand for inch and a half lump is much greater than usual, making the market very firm; in the case of mine run the market is strong.

Wilmington chunks are quoted at \$2.25 f. o. b. the mine; lump, \$2.15 f. o. b. the mine; egg, \$2@2.15 f. o. b. the mine; the market is strong. Trenton sootless coal is bringing \$1.90 f. o. b. the mine for six inch lump and egg, and \$1.25 f. o. b. the mine for two and a



half inch screened nut. The demand for this coal is firm and since the production is not up to the average capacity the price is liable to be advanced at any time. The market on Franklin county lump is very strong at \$1.75 f. o. b. the mine; \$1.65 f. o. b. the mine for egg; nut \$1.60 f. o. b. the mine; three-quarter inch screenings, f. o. b. the mine, 65c.

The Kentucky coals which come into this market are in good demand because the car shortage does not bring sufficient quantities at the present time to fill contracts promptly. Six inch domestic lump f. o. b. Chicago, \$3.85; six inch domestic egg, \$3.65 in open cars.

#### The Hocking Market Very Strong.

It is reported that there is a scarcity of Ohio coals in this market this week. Dealers who have made a search for spot coal have been disappointed. There is also a scarcity of the smaller sizes. Hocking inch and a quarter lump is bringing \$1.75 in open cars or \$1.85 in box cars f. o. b. the mine; or \$3.50 @3.60 f. o. b. Chicago; Hocking pile run is quoted at \$3.15; Hocking screened nut, \$3.55; Hocking screenings at \$2.15 f. o. b. the docks. Jackson Hill domestic lump is quoted at \$4.25

in open cars and \$4.50 in box cars f. o. b. Chicago.

It is reported that the mines are producing about eighty per cent of their capacity, that the car supply is fair and that the market is firm. All the West Virginia coals are in good demand, but jobbers are unable to fill orders promptly on account of lack of transportation facilities. Pocahontas lump is quoted at \$2@ \$2.25 f. o. b. the mine, or \$4.05@4.30 f. o. b. Chicago; mine run, \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago; egg, \$2@2.25 f. o. b. the mine, or \$4.05@4.30 f. o. b. Chicago. The market on New River coal is much stronger than last week; there is practically no mine run in the market. Lump is quoted at \$2@ 2.25 f. o. b. the mine or \$4.05 to \$4.30 f. o. b. Chicago; mine run, \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago; egg, \$2.25 f. o. b. the mine, or \$4.30 f. o. b. Chicago. The market on Black Band coal is very firm, lump and washed egg bringing \$4.05 f. o. b. Chicago.

Very poor car service is reported in the districts producing Winifrede splint. The mines are operating only about two days per week. Winifrede splint is quoted today at \$3.90 f. o. b. Chicago; nut, \$3.80 f. o. b. Chicago. The price on Kanawha splint is the

same as was quoted for Winifrede. Fairmont coal is very scarce, not a sufficient quantity being in the market to take care of contracts. Orders are piling up for this coal and an advance in price is looked for in the near future. Three-quarter-inch lump is bringing \$3.15 f. o. b. Chicago and the market is very strong. As soon as the car shortage in the West Virginia district increases, which is probable under the prevailing conditions, the market for these coals will of course grow stronger and stronger until it will be impossible to promise any date on which orders will be executed.

On the whole the Chicago market this week shows an upward trend and only a little more continuous cold weather is needed to produce such an avalanche of orders that prompt deliveries will be impossible. Winter weather is very near; navigation will close in a few weeks; the demand for coal is growing stronger as the weather grows colder. Dealers who are putting off the purchasing of winter supplies will wake up to the fact that they can not get coal on account of the tremendous car shortage and freight blockades which are sure to take place as soon as the crops in the western territory begin to move to market.

## Market Conditions and Trade Gossip from Cincinnati.

CINCINNATI, October 13, 1906.—(Special Correspondence).—"Nothing new" is the briefest possible résumé of the coal situation in the Cincinnati district again this week. Almost without exception this was the curt reply given in nearly every coal office entered this week when asking for coal news. "Nothing new," however, means to persons outside of Cincinnati a lot of things just now. It means, for instance, that there is absolutely no improvement in the worst car shortage ever witnessed in the district. It means also that there is a very active demand for nearly all kinds of coal, and it means that there is a constant upward tendency in prices. \$2.25 a ton at the mines is now the accepted current quotation of both New River and Pocahontas and lump and egg coal. While a few concerns are taking orders at this price, most of the producing and shipping companies are so far behind in their shipments that they can not take any more orders at any price, and all they can do is to get after the railroads and swear. New River and Pocahontas run-of-mine is worth \$1.50 a ton at the mines, and is in good demand at this price. Some dealers who can dispose of the fine coal, are buying run of mine and forking it, selling the lump to families and taking chances on getting rid of the screenings, because they can get run-of-mine a great deal more promptly than lump or egg; but the majority of small dealers have absolutely no use for fine coal, and they are compelled to wait their turn to get the domestic sizes.

In a number of offices which make a specialty of splint coal, order books were shown this week showing stacks of orders for splint lump at nearly all prices from \$1.65 to \$2.00 a ton at the mines. The "unfilled orders" in a number of offices were formidable looking piles. The demand for splint lump and egg this week has been excellent and the demand for run-of-mine has been altogether satisfactory. One company rather proudly showed an order received for run-of-mine at \$1.30 a ton at the mines. This, of course, is above the market; but as noted a number of times, the tendency in all quotations is upward, and it is now believed by nearly all the dealers that one dollar run-of-mine is a thing of the past. As far as could be learned, \$1.10 is now the minimum price of splint run-of-mine. Nut and slack seemed a little more plentiful this week, but none was reported sold below 60 cents a ton at the mines, and most of it brought more money to its owners.

The retail business is enjoying a real boom as an immediate result of a terrific cold wave this week. From summer to winter in a week is a startling proposition, yet this condition confronted everybody, both those who had bought their coal, and those who had not, this week. There was great hurrying by many heads of families,

therefore, to order coal during the past few days, and as a result, the retail dealers have been kept very busy all week. No change of prices have taken place, but as already noted in this report, smokeless lump and egg may reasonably be expected to advance before long. There is also some talk of splint prices advancing, but this seems to be a little premature. Pittsburg, Kanawha, Thacker, Fairmont and such grades of lump coal sell for \$3.25 a ton delivered to families, while Pocahontas and New River are worth \$4.00. Anthracite is still \$7.50 a ton delivered.

The river coal shippers are again or still enjoying the benefits of a rise in the headwaters of the Kanawha, and they are bringing their coal to market as fast as the mines can load it into barges. The Kanawha mines that have both rail and river outlets are now in great glee over that fact. While the car shortage is the worst ever known in the Kanawha district, the mines that have river tipples are now as busy as they can be loading the few cars that are furnished them, and then turning their surplus coal into barges in the river. These concerns are doubly fortunate just now, for it has happened that almost as soon as they could get a tow or two of barges loaded, there would come a rise in the river that permitted the shipment of these cargoes to market here, where there has been a constant good demand all kinds of coal. Although it might be expected to be different, the frequent receipts of river coal have not affected prices in the least. River lump coal is now in excellent demand at from 7½ to eight cents a bushel afloat in barges, while run of mine is worth seven cents and nut and slack 5½ to 6½ cents a bushel. These prices afloat do not include elevating charges. During the week just ended several more tows of Kanawha coal arrived in the local harbor, and news from Pittsburg today is to the effect that the recent rains so nearly caused a boating stage of water at Pittsburg that one steamer got out with very lightly laden coal crafts for Cincinnati. Another foot or two of water would have released between five and ten million bushels of coal.

#### NEWS NOTES AND PERSONALS.

Kuper Hood, the hustling and popular manager of The Big Hill Coal Co., made the rounds of the Miami valley this week, closing up some loose ends that had been hanging out. The Big Hill Co. probably sells more coal in the Miami valley than any other one concern.

William Burlingham, western manager of the Chesapeake & Ohio Coal & Coke Co., is making the rounds of the principal cities of the north and west. Wednesday he sent in a telegram from a prominent Michigan city ordering his office to

have shipments begin on some business he had just closed up at a fancy figure.

Enoch Carver, the well known Kanawha operator, spent most of the present week in Cincinnati. He came down primarily to visit his son, Winifrede, who is confined to his bed at Christ Hospital, with a very bad case of typhoid, but who is reported to be improving slowly. It is the intention of the elder Mr. Carver to take his son home to Charleston, W. Va., as soon as he can be moved. Both gentlemen are prominently connected with The Kanawha Fuel Co.

T. E. Houston, vice-president of the Thacker Co., of this city, and a large stockholder in a number of Pocahontas coal producing properties, is one of the most enthusiastic automobilists of this city. During the summer he made a trip in his large Peerless car from Cincinnati to Atlantic City, and he used the car all summer at the coast resort. Mr. Houston is now spending a large part of his time at his company's mines, but when he is in the city he gets a large amount of pleasure from his motor car.

A. Moore, president of The War Eagle Fuel Co., War Eagle, W. Va., came down from his mines Monday of this week to spend a few days with his local manager, F. B. Raines. The two gentlemen went to Lexington, Ky. Tuesday to witness the Grand Circuit races, and report a very pleasant time. Sweet Marie and Dan Patch both appeared, but the weather was so stormy, and the track so heavy that no new records were attempted. Mr. Moore returned to War Eagle about the middle of the week.

The various railroads which bring coal into the Cincinnati district are in no way better off than they have been for two months or more. The Baltimore & Ohio, usually one of the roads which has ample facilities to handle all the business offered it, is still almost completely blocked off with freight, and no improvement is in sight. Coal men who are compelled to depend upon the B. & O. for their supplies are very blue over the outlook for cars. The other coal carrying roads are in little if any better shape than the B. & O.

The demand for nut and slack in this market has been a peculiar quantity during the past few weeks. Last week it seemed as if everybody wanted fine coal; this week the demand is considerably lighter, notwithstanding the fact that the weather conditions would seem to warrant a much greater demand. Prices are unchanged, and range from 60 to 85 cents a ton. Another noticeable feature of the nut and slack market is that the concerns that would be trying hard to sell coal one week, would be the heavy buyers of the same kind of fuel the next



week. It has seesawed back and forth this way for nearly two months.

Skout F. H. Benedict is now on the look out for material for a Koruskation of the order of KoKoal in the near future. It is whispered about that the event will be one long to be remembered by those who partake of the festivities for the first time. The coal men of the city who are members of the Business Men's Club, have a large round table where a goodly number of them are wont to meet daily for their noonday luncheon, and there is a good deal of speculation as to "what they will do to us" on the occasion referred to. It is reported that there will be at least thirty candidates at the initial meeting. Enthusiastic members of the order from other cities are expected to be present at the Cincinnati Koruskation.

Robert P. Gillham, general manager of the Campbells Creek Coal Co. and Capt. Oscar F. Barrett, will represent the coal interests of the Cincinnati Chamber of Commerce at the annual meeting of the Ohio Valley Improvement Association to be held at Portsmouth, Ohio,

on the seventeenth and eighteenth of this month. The Ohio Valley Improvement Association which was organized in Cincinnati twelve years ago, has done more towards actually getting appropriations for the improvements of the Ohio river than all other organizations and influences since the government began. The cry of "On to Cairo" is now a popular one, and means that the river interests intend to keep on fighting until they have a properly improved river from Pittsburgh to the mouth of the Ohio. The Monongahela, Muskingum, Little Kanawha, Great Kanawha, Kentucky and other tributaries of the Ohio have long enjoyed slackwater navigation, and it really seems absurd to think that all these streams are navigable to their mouths at the Ohio, and then the principal stream is not improved for all the year round navigation. The upper end of the Ohio is now practically finished, and a number of locks and dams are now in course of construction, one being fourteen miles below Cincinnati, which is intended to give this city a harbor twenty-five miles long, and which is one of a chain to completely canalize the river from Pittsburgh to Cairo, approximately a thousand miles.

about the time real cold weather comes, because many consumers, who are now ordering small supplies of coal in the hope that natural gas will soon be obtainable, will be caught up short when it is ascertained that gas can not be had and the consequent rush may cause confusion.

There has been no change in prices in the retail trade in the last week and dealers say that there is not liable to be any for some time. The wholesale market also remains steady although the dealers declare that business is increasing in volume rapidly. Nearly every mine in the southwestern district is said to be running to its full capacity. In the last week there has been an increased demand for coal by the railroads and other steam users. The railroads are beginning to store for the winter and should furnish much business in the next few weeks. The average prices that prevail in the different sections of the district are as follows:

SOUTHERN KANSAS.		MISSOURI.	
Lump .....	\$2.00	Fancy lump .....	2.25
Mine-run .....	1.75	Domestic lump .....	1.75
Nut .....	1.75	Mine-run .....	1.50
Slack .....	1.00	Nut-run .....	.75
INDIAN TERRITORY.		Washed 3-in. egg .....	2.25
Fancy lump .....	\$3.75	ARKANSAS.	
Domestic lump .....	3.50	Domestic lump .....	\$2.50
Nut .....	3.50	Mine-run .....	1.75
Mine-run .....	2.50	Slack .....	1.10
Egg .....	3.50	Washed slack .....	1.50

There has been no abatement in the shortage of cars; in fact, the difficulty has increased in seriousness rather than diminished. The complaint is general and it is feared that the shortage will cause very great annoyance before the winter is over. That the railroads are not making any very great effort to remedy the situation is deplored on all sides.

Richard H. Thomas, state coal inspector, was in Kansas City recently. "The coal mine report for the last year, which is now in press, will place Macon county in the lead in tonnage, but Lafayette will lead in the dollars received," he said. The report will show fewer mine fatalities for 1905 than in any other state in the Union. There were only eleven fatalities with an employment of 10,400 men. At present the coal industry in Missouri is about as good as it should be for this time in the year. In the last few months the trade was a little less than for the same time last year. This was because the trunk lines used Illinois coal in preference to the Missouri product.

The secretary of the Southwestern Coal Miners' Association has issued a statement showing the tonnage for the months of June, July and August, as compared with that of the same months last year. It follows:

JUNE.				
States—	1905.	1906.	Increase.	Decrease.
Missouri .....	219,661	46,342	.....	173,319
Kansas .....	367,816	224,107	.....	143,709
Arkansas ....	119,532	54,324	.....	65,208
Ind. Ter. ....	133,532	82,369	.....	51,163
<hr/>				
Totals .....	840,541	407,142	.....	433,399
Total tons mined in March, 1906.....				1,701,867
Total tons mined in June, 1906 .....				407,142
<hr/>				
Decrease .....				1,294,723
No coal mined from March 31st to June 16th.				

JULY.				
States—	1905.	1906.	Increase.	Decrease.
Missouri .....	211,550	163,431	.....	48,119
Kansas .....	388,215	460,300	72,085	....
Arkansas .....	149,971	135,394	.....	14,577
Ind. Ter. ....	199,360	212,043	12,683	.....
Totals .....	949,096	971,168	84,768	62,696
Net increase .....				22,072 tons.
Total tons mined in June, 1906 .....				407,142
Total tons mined in July, 1906 .....				971,168
Increase .....				563,026

AUGUST.				
States—	1905.	1906.	Increase.	Decrease.
Missouri .....	247,330	204,542	.....	42,788
Kansas .....	434,765	449,079	14,314	.....
Arkansas .....	162,711	141,779	.....	20,932
Ind. Ter. ....	176,970	185,549	8,579	.....
Totals .....	1,021,776	980,949	22,893	63,720
Net decrease .....				40,827 tons.
Total tons mined in July, 1906 .....				971,168
Total tons mined in August, 1906 .....				980,949
Increase .....				9,781

The Central Coal and Coke Co. is installing equipment for washing coal in its mines at Bevier, Missouri. In no other part of the state is coal washed. It is claimed for the Bevier coal that it makes absolutely no clinkers, burns

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., October 11.—(Special Correspondence.)—The first breath of winter has put new life into the retail coal business in Indiana. All the dealers—especially in the cities, have all the trade they can handle and more too. The trade here has been especially good. In northern Indiana, where there has been a snow storm for two days, people have been falling over each other to get to the coal men. It is a repetition of the old story of the consumer, who refused to buy in time when delivery would have been easy and prices lower.

Prices have not gone up since the first of October, but if this cold snap lasts and the supply from the mines does not come quicker it would not be surprising if there should be another advance. The following prices were quoted here today by local retail dealers:

1/2 Ton.	Ton.
\$3.90 Anthracite, all sizes .....	\$7.50
3.00 Pocahontas lump .....	5.75
2.65 Pocahontas, shoveled .....	5.00
2.40 Pocahontas mine-run .....	4.50
3.00 Cannel .....	5.75
2.65 Blossburg .....	5.00
2.75 Jackson (Ohio) .....	5.25
2.40 Kanawha .....	4.50
2.40 Pittsburg .....	4.50
2.40 Raymond .....	4.30
2.40 Winifrede .....	4.30
2.25 Hocking Valley .....	4.25
2.25 Luhrig .....	4.25
2.15 Brazil block .....	4.00
1.75 Green and Sullivan county .....	3.25
(Lump and Egg.)	
2.65 Kentucky lump .....	5.00
2.50 Kentucky egg .....	4.75
2.75 Lump coke .....	5.00
3.00 Crushed coke .....	5.50

Wherever it is possible the operators are running their mines to full capacity, but there is still a car shortage which is keeping down the production. This shortage, however, acts as a tonic to the prices which show no sign of a decline. The worst feature is that many of the operators are having difficulty in filling their contracts. Retail dealers all over the state are clamoring for coal. Many of them were caught short and they are now anxious to fill their bins before the real winter sets in. Under the circumstances there is fine business for the operator,

broker and retail dealer. There has been no change at the mines in prices in the last week.

The Big Four is attempting to move the coal delivered to it at Terre Haute by the Southern Indiana and the Evansville & Terre Haute roads, but the conditions are not to be bragged about. The efforts of the railroad commission to break the blockade has done some good, however, as more coal is being moved to market than there was a few weeks ago.

The railroad commission has brought about a sweeping reduction of coal rates on the Monon amounting to from twenty-five to thirty-seven and a half per cent. It has no authority to institute proceedings against any road, but it will probably bring about further reductions within the next few months. Wherever there are complaints about transportation rates the commission has been quick to act.

The Vandalia is spending several hundred thousand dollars improving its I. & V. branch for the purpose, it is supposed, of trying to keep the Illinois Central from getting its coal business with its new Indianapolis Southern road.

The Vigo-Clay Gas and Oil Co., of Brazil, is said to have discovered a fine, new vein of block coal at Cory, southwest of Brazil, where it was thought that coal existed. The vein is four and a half feet thick. A shaft may be put down this winter.

Indiana coal men are up in arms over the action of the Board of Public Works here, giving the Peoples Coal & Cement Co., of this city, the contract for furnishing coal for city buildings this winter. The company will furnish Pocahontas smokeless coal at \$2.90 a ton. The city officials explained their action with the statement that they could get no other smokeless coal and that the boilers at the city buildings were not equipped for burning Indiana coal.

The Indiana coal men are also indignant over the efforts of the city administration to force the owners of the big downtown office buildings to use smokeless coal, as they believe it is a discrimination against them.

The A. B. Myers Co. is putting in a new yard here.

## The Missouri River Coal Trade.

KANSAS CITY, Mo., October 9.—(Special Correspondence.)—A drop in the temperature has given impetus to a demand for coal, that was already good, and yesterday was the first day of the season that retail dealers have asked an extra day for the delivery of coal. Several chilly days have caused people generally to believe that the winter was on them and accordingly they have sought the telephone and sent in rush orders for

fuel. Many consumers had hoped that the company which has been awarded the franchise to supply natural gas to Kansas City would be ready to run it into the mains before the winter days set in, but it is pretty certain now that little natural gas will be consumed here in the next few months. The coal dealers do not expect the gas to reduce the coal consumption this winter, but it is possible that it will lead to complications



to a clean fine ash and gives the best results. It is prepared in three sizes.

R. M. Smith, for several years connected with the Wear Coal Co., as sales agent in Kansas

City, has resigned his position. He, with two others, will become an operator in the Indian territory. The name of his company will be The New State Coal Co.

## Mining News from West Virginia.

WHEELING, W. VA., October 10.—(*Special Correspondence*)—Difficulty in supplying contract trade is still a subject of complaint, since it deprives operators from a possibility of handling new business or even considering new orders. For this trouble the blame is laid at the door of the car situation, which is generally described now as deplorable.

Nevertheless, the tonnage out of the New River region for September shows an increase of 14,235 tons of coal and 120 cars of coke, over August. The bulk of it went to tidewater, mostly for export, and already the operators in the New River, as well as in the Pocahontas region, are looking to the Cuban trouble to have a beneficial effect, since Pocahontas coal is well liked for steamship fuel.

The labor shortage is now at a stage where advertisements for miners are appearing. There is a heavy demand for machine runners, helpers and coal loaders, especially in the Kanawha river trade, where business is brighter than it has been since the early spring.

The new allotment of cars on the Chesapeake & Ohio railroad has not yet proved a harmonious adjustment. While the principle is conceded to be correct, it seems that the order was issued with too much haste, and shippers have not been able to suddenly meet the new conditions. But down at the base of the situation is the crying need for more cars, and until they are in sufficient number no scheme that can be devised will prove totally satisfactory.

Over in the eastern Ohio field, the operators are talking of discrimination in favor of the Fairmont field. They seem unable to appreciate the situation at large and conclude because their demands cannot be satisfied, that the nearest competing field is overly well supplied.

Seeing the Fairmont cars bound for the lakes passing by their mines, the eastern Ohio men have seceded discrimination, and some of the more impulsive ones discuss an appeal to the interstate commerce commission, but when pressed for specific information they could not produce the evidence.

As a matter of fact the Fairmont region has not worked up to normal capacity for at least a whole year, if not longer. The Fairmont Coal Co. recently concluded arrangements to supply itself with 2,000 cars, and until these are in commission the company will have to do as it has been doing, namely, make the best of rather trying circumstances. In short, the field that has a goodly supply of cars two straight

weeks at a time has not been discovered this year.

### PERSONAL NOTES.

It is reported that John A. Essar and the Virginia Coal & Coke Co., are conducting preliminary negotiations for the purchase of the Norton Coal Co., in Mercer county.

Formal notice has been received by shippers that the special summer reduced rates on coal to Lake Erie for forwarding by water will be withdrawn on the fifteenth of this month.

The Guyan Fuel, near Huntington, made its first shipment of coal last week when the towboat, Collins, with eleven barges, left for Cincinnati. Other shipments will follow whenever there is a sufficient stage of water.

The Yukon Coal & Coke, the first operation in the McDowell county section to work the nine-foot seam there, is arranging to push its work, and encouraging reports were made at a directors' meeting last week.

T. L. Henritze, for several years manager of the Tidewater Coal & Coke and the Charleston Coal & Coke has removed from McDowell county to Middlesboro, Ky., to make his future home, where he will devote his attention to a law practice as well as business enterprises.

It is said that J. F. Healey, general superintendent of the mining interests of the Western Maryland railroad, will resign about the middle of this month to take charge of the Davis coal interests, with headquarters at Elkins. His business will be along the line of developing new mines, and he is well qualified for it.

The first of a series of monthly meetings of the heads of the various departments of the Fairmont Coal Co., Somerset Coal Co., and Consolidation Coal Co., was held this week at Fairmont, attended by the following: W. L. Andrews, manager of transportation, Baltimore; F. W. Wiltshire, general manager of sales, New York; J. E. Parsons, manager of sales for the city of New York; W. M. Wiltshire, manager of sales, Philadelphia; Charles H. Von Kalkman, and H. C. Thomas, sales managers, Baltimore; W. A. Leech, manager of sales, Washington; W. C. Rogers, manager of sales, Cincinnati; E. M. Mancourt, western manager of sales, Detroit; E. L. Booth, manager of sales, Chicago; F. R. Lyons, superintendent, Somerset; H. V. Hesse, general superintendent, Frostburg. There was a discussion of operating, selling and trade conditions in general, and the visitors were entertained at dinner at the Elks Club.

who is also connected with the Fairmont Mining Machinery Co., has returned to Charleston, West Virginia, after spending a week in Louisville.

John Howard and W. G. Chelf, owners of the Rossland Coal Co., reports satisfactory progress in their new operations, which will soon be ready to load coal.

Mr. T. T. Pace, of the Pace Coal Co., Jellico, Tenn., spent part of last week in Lexington.

Mr. F. F. Snead, of Snead & Meguire, who has been ill at Norton Infirmary, will be out in a few days.

### The Detroit Coal Trade.

DETROIT, MICH., October 10.—(*Special Correspondence*)—To be candid, there is very little news in coal circles this week. The present prices, which have steadily advanced since the car shortage began, are as firm as a rock, so far as the coarse grades of bituminous are concerned. Fine coal, which, a week ago, was pretty well cleaned from the tracks, is filling up the tracks again and consignees are again on the anxious seat and are offering Hocking nut, pea and slack at prices much below the circular figures.

This weakness of fine coal is not expected to last long, for the shortage of both cars and boats, which is getting worse steadily, will naturally hold back the mining and the lake shipments.

At present there is a lively movement in domestic coal, orders unsolicited coming over the phone. The cold weather has had a salutary effect on the market, cleaning up the surplus. Shippers predict that there will be no more flooding of the market for some time to come.

From the way old customers of the large companies are rushing in their orders, it would appear that they have become wise to the fact that it does not pay to rely too much on demurrage coal, the rapid decrease of the stock piles making them fearful of consequences, if they fail to provide for emergencies. For, unless all signs fail, Detroit will soon see almost a soft coal famine. Only fifty per cent of the normal car supply can be counted on in Ohio and West Virginia is worse off than that.

Pocahontas and Palmyra smokeless is in great demand today for domestic use and as for the anthracite trade, dealers have more orders than they can fill. Fortunately the mines are doing fairly well in turning out their product and Detroit dealers, though pressed pretty hard for chestnut, are in good shape so far as their stock piles are concerned. The daily newspapers are urging everybody to stock up now and consumers generally are following this good advice. The retail price still sticks at \$7.25.

In spite of the fact that fine coal is weak, a certain company closed a contract yesterday for a large quantity of slack at an almost fabulous price. Detroit always was a good slack market, owing probably to the fact that it contains so many factories comparatively near the mines where it pays to use it.

As to prices, they are firm with good demand. Salesman on the road are scarce people nowadays and spot coal goes to the highest bidder.

## Kentucky and Tennessee News.

LOUISVILLE, KY., October 13, 1906.—(*Special Correspondence*)—After maintaining last winter's scale of prices throughout the past summer, the river and rail coal dealers of this city are planning to advance the prices of all coals one cent per bushel. Prominent dealers have practically agreed on the following schedule:

Second pool Pittsburg, \$3.75; fourth pool and Jellico, \$3.50; Western Kentucky, \$3.25. The smaller grades of coal will be advanced in proportion.

The present prices were put into effect November thirteen, 1905. River dealers are said to be satisfied with the existing figures, but the runaway market in rail coals has made it imperative for the rail dealers to get more money for their coal or go out of business. As it is many of them have been hiring their teams for the past few weeks to river dealers, their yards being practically empty.

Prices for standard coals f. o. b. the mines are now about as follows: Blue Gem block, \$3.00; best Jellico block, \$2.75; lump, \$2.50; eastern Kentucky coals, such as Straight Creek, Wallsend, Wilton and others, lump \$2.00 to

\$2.25. Nut and slack is still easy, commanding 50 to 70 cents f. o. b. mines according to quality.

Railroad officials, who are interviewed this week, express their opinion that the roads south of the Ohio, are in less danger of freight congestion and car shortage than the northern and eastern roads. Although the L. & N. cars are now distributed over a larger territory since the opening of the Atlanta, Knoxville & Northern R. R., the large addition to their equipment made during the past year promises to offset this fact. Southern Railway cars, however, are harder to secure and mines in the Middlesboro district and the Jellico district find themselves seriously hampered in regard to shipments on this system.

During the week the New Diamond-Jellico Coal Co. was incorporated with a capital stock of \$25,000.00 to operate coal lands north of Jellico. The company is backed by Williamsburg capitalists.

Mr. J. C. Risk, a traveling salesman for the Louisville Property Co. and other mines, was in Louisville during the week.

Mr. Guy A. Willey, a West Virginia operator,

The vast coal field lying between Knoxville, Melrose and Centerville, Iowa, containing about 250,000 acres of land, is being gradually bought up by the different railroads, the Chicago, Milwaukee & St. Paul, the Chicago North-Western and the Chicago, Rock Island & Pacific now owning all but a few thousand acres, which are held by the Inland Fuel Co. This land, however, which is held independent of the railroads, is without rail facilities.

About 150 mine employes of the Wenona Coal Mining Co., Bay City, Mich., have gone on a strike because of a disagreement over the scale to be paid for mining coal with new machines, recently installed. Unless the matter is settled within a few days the miners threaten to call a sympathetic strike at the What Cheer mine, which is under the same management.



## Trade News From the Far West.

DENVER, COLO., October 10.—(Special Correspondence.)—Coal dealers in the Rocky mountain states are decidedly apprehensive of a coming famine of coal, and are adopting every expedient to impart their fears to consumers so as to persuade them to stock up at once for the winter. The danger is thought to be much more imminent in Utah and Wyoming than in this state. The alarm at Salt Lake City is acute, and dealers there are sending out personal letters to their patrons. On the other hand, mine officials profess to believe the situation much better than it is pictured.

For example, inquiry at the offices of the Central Coal & Coke Co., which has large mines at Rock Springs, Wyo., brought out the opinion that while there will undoubtedly be a scant supply at times, there is no prospect of a famine. The Central people call attention to the fact that there is a shortage of cars, which may continue for some time on account of the demand from the beet growers, the requirements of the grain market, the lumber interests, etc., all of which are calling loudly for cars. When the fall rush is over the stringency will, they say, be relieved, and then more cars can be devoted to the hauling of coal, though deep snows may interfere. Moreover, at this time of the year the mines are short of help, as in the spring many miners go off for the summer for change of work in the fields, and because in the past the work of production has always been light in summer.

The prime cause of stringency in the coal market is the fact that the western country is growing so fast that the railroads have not the facilities for administering to the needs of the increasing population. And unless the roads can stir the manufacturers up so that needed cars can be supplied soon the shortage is certain to seriously affect the general industrial situation.

Through proceedings brought simultaneously in Salt Lake City and other cities in order that no loophole of escape might be possible the department of justice, acting under instructions from Attorney General Moody, has brought suit against the Utah Fuel Co. The suit is to cancel the patents issued to this company on public lands entered by representatives of the company as agricultural lands, but which investigation shows contains valuable coal deposits. In order that there could be no trouble about securing service and bringing the officers of this company into court an additional suit was brought in the state of New Jersey.

The facts leading up to the filing of this suit are of more than ordinary interest. For several years the Utah coal lands have been the cause of scandal. It was some time before the authorities could be brought to investigate the subject, but the filing of this suit shows that the investigation finally did bear fruit. As a territory, and again when she was admitted to statehood, the federal government gave to Utah certain lands aggregating about four million acres, the revenue from which was to go to the support of the schools and other public institutions. These lands, selected by the state, were supposed to be agricultural, suitable for grazing and farming. They were sold by the state to entrymen at from \$1.25 to \$1.50 an acre, but subsequently were found to be rich in coal deposits. The federal department disposes of its coal lands at from ten dollars to twenty dollars an acre, the lower price being that fixed for lands outside the railroad limit of fifteen miles, and twenty dollars being the charge when within the area where railroad facilities would be afforded.

Four years ago, after the character of these lands became known, it was reported from Salt Lake City that various railroad and other corporations were seeking to control these valuable coal deposits through improper methods. It was charged that employees and others acting for the Utah Fuel Co. had secured a large number of acres of these lands at the nominal price charged by the state, and that these purchases, although made nominally for the Utah company, were really for the use and benefit of the Denver & Rio Grande and other Gould railways. The filing of the suits last week would seem to bear out the accuracy of these reports.

When this matter was first investigated by the special agents of the interior department but little attention was paid to the report submitted by Special Agent Somers. Secretary Hitchcock at that time had not had his eyes opened to the general frauds that were being committed all over the west and far northwest. Then the department of justice put one of its special agents at work and the fact finally began to leak out that frauds of gigantic proportions were being perpetrated in connection with the Utah lands. Another special agent of the interior department was sent into the state, and the findings of Mr. Somers were corroborated. Meanwhile Special Agent Graves, of the department of justice, an expert in the marshaling of evidence, spent some time on the case, and when he finished the department believed it was ready to proceed in the courts for the annulment of the land patents. There are no criminal cases against any of these defendants.

Although there is nothing in connection with the papers filed in these suits to indicate that the Rio Grande or the other western railroads of the Gould system are the absolute beneficiaries of the Utah Fuel Co., there is no secret made on the part of the agents of the department of justice, who know all the details of the case, that this community of interests is plainly apparent.

The deal for the purchase of the Cripple Creek Coal & Transportation Co., whereby the allied roads entering the Cripple Creek district have taken another step in securing a practical monopoly not only on all the carrying business to and from the district but within the district as well, has been closed with the transfer of this company to Jesse H. Waters, general manager of the allied lines, as trustee.

The Colorado Trading & Coal Co., which is the only other transportation company in the district, has been an adjunct of the Short Line for several years, so that the purchase of the Cripple Creek company places the control of the entire coal business of the Cripple Creek district, as well as the handling of the ore and heavy machinery, in the hands of the Short Line and Cripple Creek Central lines, both of which are controlled by the Colorado & Southern.

"The Cripple Creek Coal & Transportation Co. will not be consolidated with the Colorado Trading Co.," said Mr. Waters, "but it will continue to be run as heretofore, except that it will be under my management as trustee." While Mr. Waters refused to state the consideration involved in the deal, the amount given out at the time the negotiations became known three weeks ago was between sixty and seventy thousand dollars.

Articles of incorporation for the Central Coal & Supply Co. have been filed at Pueblo, Colo. The organization is given the right to acquire coal and mineral lands and what water rights are necessary and has been incorporated to do business in the counties of Denver, El Paso, Fremont, Las Animas, Huerfano and Routt. The capital stock of the organization is sixty thousand dollars and the incorporators are F. D. Heath, W. R. Spicknall, J. H. Peabody and H. E. Don Carlos.

E. L. Wiles, of Haverstraw, N. Y., son of the president of the A. M. & W. H. Wiles Co., the largest iron works of Haverstraw, has been appointed assistant to Frank J. Hearne, president of the Colorado Fuel & Iron Co., and will arrive in Denver this week to take up his new duties. Mr. Wiles has had long experience with his father's company and will relieve President Hearne of many of his duties and burdens. He will be located in Denver and will spend practically all his time in Colorado, giving Mr. Hearne the opportunity of attending to much of the eastern business of the company.

## Short Weight Question.

Reply of Secretary G. H. Reeves, of the Northwestern Retail Coal Dealers' Association to Article on the Same Subject Which Appeared in Last Issue by Eugene McAuliffe, Fuel Agent, St. Louis & San Francisco Railroad.

MINNEAPOLIS, MINN., October 9, 1906.

THE BLACK DIAMOND, Chicago, Ill.

Gentlemen: Referring to article in your last issue, entitled "The Short Weight Question," by Mr. Eugene McAuliffe, Fuel Agent St. Louis & San Francisco Railroad, we will admit everything in this article as being true—a certain amount of shrinkage in coal by evaporation of water from the time it leaves the mines until it reaches destination—variation in scales, theft, etc., but what is the remedy?

This office has tried twice to get the carriers to meet the retailers and the wholesalers with a view to coming to some amicable understanding, each assuming their respective share of responsibility, but we have never been able to get them to meet with us. At our meeting in St. Paul, out of about twenty-five roads invited (and nearly all of them having accepted the invitation), there were two representatives. We again invited them to meet with us in Chicago, and out of about twenty-five roads invited, there were six representatives at the meeting.

At some of the mines we think the operators are not any too particular about weighing coal, and some of them are even without scales, relying on railroad company for their weights, or cars loaded up to capacity, and capacity car is taken as the weight. In some parts of the territory, railroad companies weigh the cars light and loaded, and assume the responsibility for the amount of coal from the time they receive it until it reaches destination. We cannot understand why this same arrangement cannot be made all over the territory, and when coal is offered to the various railroads, they weigh the coal carefully, issuing a clean receipt or bill of lading for same, and assume that responsibility until it reaches destination. If the coal is stolen in transit, should the retailer and consumer be obliged to stand this responsibility?

We ask the railroad companies to meet us half way on this proposition, and we are willing

to assume our share of it in the way of evaporation and variation in scales, but we do not consider that will amount to exceed 1,000 pounds on an average, and we believe we will soon get rid of these great shortages that are continually coming up on coal.

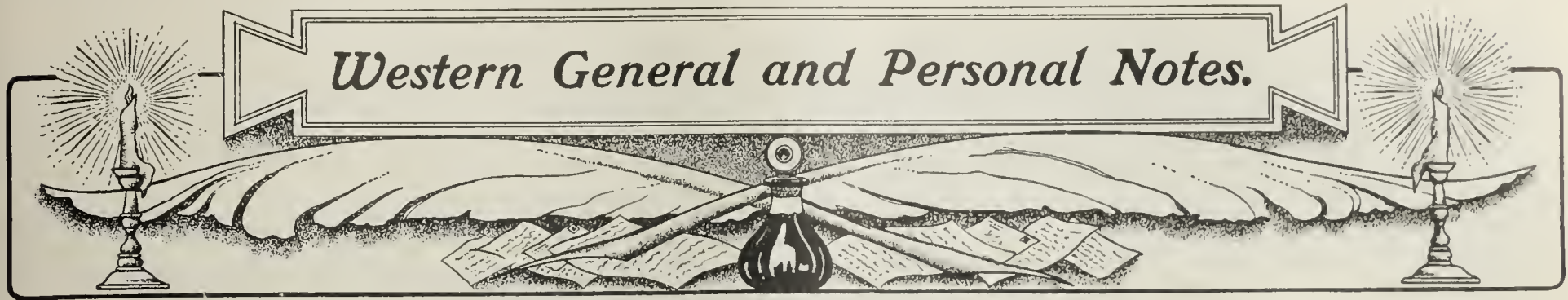
I have now before me a claim, which is about a year old, which I am trying to get adjusted, and we have proof of the weight of coal at the time it left the mines, and we insisted on the railroad company at destination weighing the coal carefully, and we found same was 7,400 pounds short, freight rate \$3.10 per ton. This made a claim of \$26.27. The railroad company refuses to allow the claim, the consignor can prove that they shipped the amount of coal invoiced, and it appears that if we succeed in collecting this claim, we will have to do so through the courts.

The majority of these claims are so small that most of the dealers prefer to drop them than to fight for their just rights, but this office has recently taken up the question, and we are willing to take any legitimate claim of this kind and push it to a definite conclusion for our members, even going to the expense of placing it in the hands of an attorney for collection when it becomes necessary to do so. All we ask is what is right and fair between man and man, and whenever the railroad companies are willing to meet us, we are with them, and will not ask any more than we would be willing to do if put in their place. Yours truly,

G. H. REEVES.  
Sec'y-Treas.

The coal mine twelve miles north of Thermopolis, Wyo., recently purchased by Sam Gebro, often called the Montana coal king, is reported as being on fire and burning fiercely. The mine is one of the richest and most extensive in the state, and machinery valued at \$50,000 had just been installed.





W. K. Fields, vice-president of the New Pittsburgh Coal Co., Columbus, Ohio, was in Chicago this week on business.

P. H. Burlingham, of the Chesapeake & Ohio Coal & Coke Co., Old Colony building, Chicago, made a business trip to Cincinnati this week.

Interest in the Order is being manifested on the Pacific coast and a koruskation will probably be held at Seattle, Wash., in the near future.

H. J. Koeber, of Henry Holverschied & Co., First National Bank building, Chicago, has just returned from a visit to the West Virginia coal fields.

Clark Roberts, of E. L. Hedstrom & Co., Marquette building, Chicago, has returned from an extended trip through the West Virginia coal fields.

The Franklin County Carbon Coal Co. have begun sinking their shaft at Thompsonville, Ill. The work is in charge of General Manager W. M. Isbell.

T. N. Mordue, western manager, Castner, Curran & Bullitt, Old Colony building, Chicago, left on Monday of this week on a business trip to be absent from the city for a week.

C. F. Bryan, of St. Paul, Minn., president of the St. Paul & Western Coal Co., and the Boston Coal Dock & Wharf Co., was in Chicago a few days ago while on a business trip through the West.

Joseph Leiter returned to Chicago this week from his tour abroad. He has been gone two months and most of this time was spent in an automobile tour through England, France and Germany.

The Mechanicsburg Coal Co., Mechanicsburg, Ill., are nearly down to coal with their new shaft. They are going down to the number five vein and expect to build up a good domestic trade on this coal.

A well-known Columbus coal man, W. J. Hamilton, has been appointed receiver for the Sedalia mine. J. W. Smith, of Pana, Ill., purchased this property a short time ago. Creditors claim he mortgaged it to them and then departed.

C. S. McManus, general superintendent of the Southern Railway, formerly general superintendent of the E. J. & E. Railway at Joliet, Ill., is now a resident of Knoxville, Tenn., and has planned to devote himself to the coal business in that city.

Thomas Moran, who for several years has been connected with the Superior Coal Co., Wellston, Ohio, has accepted the position of manager of the Alma Cement Co.'s mines at Oreton. Mr. Moran has had a broad experience in the management of coal mines.

W. C. Leiferman, manager of the coal department of F. H. Peavey & Co., Minneapolis, was in Chicago this week to attend the funeral of his brother, Charles Leiferman, who was killed in the collision on the Grand Trunk Railway several days ago.

We would not be surprised if some of the railroads declared an extra dividend in the near future. How much additional demurrage do you suppose will be paid by the Chicago trade this week on account of the great exhibitions of the national game which were given at the South and West Side ball parks? We feel we made a

mistake in not going to the ball parks for our local news this week. It was hard matter to find a coal man on Dearborn street while the games were in progress.

All of the top buildings at the mines of the Rutland Coal Co., Rutland, Ill., were recently destroyed by fire, the origin of which is still unknown. The fire occurred during the night, just after a new shift of men had gone below, and the loss will amount to \$10,000.

F. B. Duncan, general manager, Akron Electrical Mfg. Co., Akron, Ohio, spent the week in Chicago in consultation with his Chicago representative, Ira E. Stevens. The western headquarters for Mr. Duncan's company will be at 1065 Old Colony building, with Mr. Stevens in charge.

L. D. Lampman, prominently connected with the coal trade in Columbus and the Hocking valley, has disposed of his interest in the Hocking Valley Coal Exchange, which operates a large mine between Buffalo and Nelsonville, Ohio. The new owners have already taken possession of the property.

Among the many improvements which are contemplated by the Chicago, Burlington & Quincy railroad at Aurora, Ill., and which may be made early in the spring, is a new coal chute to take the place of the present structure. The chute now in use is said to be entirely too small for the large engines coaled at that city.

In order to unload the cargo of coal carried by the steamer Riddle, consigned to the Milwaukee-Western Fuel Co., Milwaukee, Wis., a few days ago, it was found necessary to deepen the channel on which the company's docks are located. The Riddle is a new and modern freighter and draws thirty-one feet of water.

Coal operators of Kansas City state that the installation of cheap gas in that city will have no immediate effect on the prices of coal. The delay in installing the gas will prevent its becoming a competitor of coal until late in the winter or early spring, at which time the operators say they will make a cut in prices.

All coal men, regardless of their party affiliations, are rallying to the support of the popular Hyde Park coal dealer, Joseph M. Dennis, who is a candidate for County Commissioner on the Republican ticket. Mr. Dennis has been a resident of Hyde Park for the past twenty-five years and has a coal office at 351 East Sixty-third street.

J. J. Phillips, a well-known coal man of Cleveland, who has been connected with the Burton & Phillips Co., has organized a company to be known as the Phillips Coal & Coke Co., with a capital of \$50,000. The company will locate in the Euclid Avenue Trust Co.'s building, Cleveland, where they will conduct a general wholesale coal and coke business.

Figures compiled by W. H. Simpson, of the Northwestern Fuel Co., show that vessel receipts of coal at Milwaukee for September this year were much larger than last. The increase in receipts of bituminous coal is nearly 108,000 tons, and of anthracite more than 23,000 tons.

The total receipts of hard coal to October first are exactly 43,000 tons less than last year, but the receipts of soft coal bring the grand total up to a figure which is 245,843 tons above the grand total of last year.

Mr. Simpson's figures follow: September receipts. 1906, soft coal, 113,340; 1905, 90,100; hard coal, 1906, 308,452; 1905, 200,541; to October first, hard coal, 1906, 532,552; 1905, 575,552; soft coal,

1906, 1,428,556; 1905, 1,139,713; grand total 1906, 1,961,108; 1905, 1,715,265.

The coal operators on the C. L. & W. division of the Baltimore & Ohio Railroad may invoke the aid of the new railroad rate law if they do not receive better treatment in the way of a supply of cars. One of the operators in speaking of the shortage of empty cars in evidence for the last month stated that "the mines along the C. L. & W. road are being discriminated against." He further said if the "discrimination" continued the operators would see if the new railroad law would not bring them relief.

These companies have suffered considerable loss of late on account of not receiving sufficient cars to keep their mines in operation.

The Ohio Kokoals are pushing the good work along with their usual activity.

A koruskation will be held at Cincinnati on October twenty-fifth, at Columbus on the twenty-sixth and at Dayton on the twenty-seventh.

Activity in the Order Kokoal is noted in every section of the country. A. Rumpler, Indianapolis Skout, will hold a koruskation the last week in October. W. D. Leeds, Massachusetts Skout, promises a large class for the Boston koruskation, which will be held on October nineteenth at Kingsley Hall in the Ford building. James T. McDonald will act as Modoc and preside over the exercises. After the initiation a banquet will be served at Young's Hotel.

The production of coke in the United States during 1905, according to a bulletin issued by the United States Geological Survey, surpassed all previous records in the history of coke making in this country.

Including the production of coke from by-products ovens, which in 1905 amounted to 3,462,348 short tons, the total output of coke in the United States last year amounted to 32,231,129 short tons, against 23,661,106 short tons in 1904, and 25,274,281 short tons in 1903. The output of 1905 is an increase of 36.22 per cent over that of 1904.

The value increased in even greater proportions from \$46,144,041 in 1904 to \$72,476,196 in 1905, a gain of \$26,331,255, or 57 per cent.

The great activity in the coke-making industry during 1905 was due to the extraordinary demand created by the unprecedented production of iron and steel.

The total number of ovens in existence at the close of 1905 was 37,564, as against 83,599 in 1904.

The Omaha road has filed a new tariff with the Minnesota state railroad and warehouse commission on coal rates from Duluth, Ashland, Washburn, Itasca and Superior to points in this state, the changes being cuts to meet those of the Great Northern at competing points in the southwestern portion of the state.

The large decreases are all at competitive points, and the other charges are such as are necessary to adjust the rates along the line at neighboring points.

Points where material changes in the rate are made have coal rates altered by the new tariff compared with the old, as follows:

Station—	Hard Coal		Soft Coal	
	Old.	New.	Old.	New
Burr .....	\$2.50	\$2.45	\$2.65	\$2.20
Marshall .....	2.25	2.10	2.25	1.85
Hendricks .....	2.75	2.45	2.65	2.20
Verdi .....	2.75	2.45	2.65	2.20
Sanborn .....	2.25	2.10	2.15	1.85
Redwood Falls .....	2.25	2.05	2.11	1.80
New Ulm .....	2.25	2.05	1.80	1.80
Darfur .....	2.25	2.10	2.00	1.85
Wabasso .....	2.25	2.10	2.25	1.85
Springfield .....	2.25	2.10	2.15	1.85





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of about a hundred per cent we have had only an increase in locomotion of thirty-three per cent and an increase in cars of forty per cent. It is thus very clear that the real cause of freight congestion is lack of transportation facilities. The fact that agricultural products at this time of the year take precedence over coal is not the only cause for the unusual shortage of cars at the mines. There is no hope that the situation will improve in the near future. The railroads are doing all in their power to increase the rolling stock, but the car shops are way behind on their orders, while the freight on almost all lines is constantly increasing. There must be a radical change in the railroad situation of this country. Just think what Mr. Hill's \$400,000,000 steel deal will mean in the field of transportation! The freight traffic managers of the country have a unique problem to solve—"What to do with too much business." The railroads will enter upon an era of railway building. The period of ruinous rate cutting has passed. This is made impossible by the provisions of the amended interstate commerce act. The general public have not understood the foundation of all railroad combinations. They have interpreted them to mean monopoly when often they have been executed to stop destructive rate cutting, which would end in bankruptcy. The new rate law will eliminate monopoly and the rate cutting evil. It will invite new railroad construction to take care of our constantly increasing resources. It will develop new enterprises and open new territory. It will serve invested capital better and the general public more honestly and efficiently. When competition is regulated by law it induces peace, prosperity and activity. Competition does not necessarily mean rate cutting. It means more efficient service for the public good, a reduction in the cost of transportation which will develop new industries and bring a reign of prosperity throughout the land.

**The Railroads and Prosperity.**

It must be acknowledged that a large percentage of the car shortage at this season of the year is occasioned by the unusual prosperity of the country. This commercial supremacy to a large degree is due to the potency of the railroads in developing industries and new territory. Next to the Church and the Common School system no other factor has entered into the development of this country with such tremendous force as the railway. It is the philosophy of the American railway freight traffic manager to make the very lowest rates possible on the products of a country seeking a market for the necessities of life, as coal, etc. In return for these low rates he expects the profits accruing to the railroad to arise from the transportation of lighter articles of merchandise consumed in the country. If the country to be developed could not afford to send its products to market on account of cost of transportation it would have no money with which to buy goods forming freight for the return cars.

To accomplish these results American transportation is the cheapest in the world. Our railroads carry goods on the department store plan—they believe in big sales and small individual profits. In England it costs on an average of \$2.35 to move a ton one hundred miles; in France, \$2.10; in Austria, \$1.90; in Germany, where the railroads are practically owned by the government (please note), \$1.84, but in the United States, only seventy-three cents, or forty per cent less than the cost of transportation in Europe. Even at this low rate the freight on our manufactures is about ten per cent of their value. What does this mean? American prosperity is one answer. Freight congestion is another because we have grown to be the leading nation of the world in freight tonnage and mileage during the life of living man. Even our foreign commerce which makes a great demand on transportation agencies has grown to be seven hundred million dollars annually. Two-thirds of this is agricultural products which at this season must be moved at once. It must be obvious that the car shortage problem is more serious than has been anticipated. It is reported that there is a demand for twenty-six per cent more box cars this year than last, to take care of the transportation of merchandise. The coal tonnage forms about thirty per cent of the traffic capacity of the coal railroad systems.

Statistics show that the increased amount of merchandise in this country is about sixty per cent greater than the number of freight cars placed in service. From these figures it is obvious that the common carriers are not making adequate preparations for the constantly increasing commerce of the country. This condition causes freight congestion, delay in prompt delivery of goods ordered and the loss of a large amount of business on the part of manufacturers and business concerns. Whenever a railroad or any other transportation agency is not in a position to deliver goods with dispatch some section of the country or some dealer or manufacturer must suffer the consequences which arise from the loss of future orders. The greatest source of wealth is the soil and mineral products. The prospects for a tremendous development of the west and Canadian northwest is more promising today than ever before. The problem of adequate transportation facilities is before the nation. It is believed that it will be rationally solved by the railroads and the Interstate Commerce Commission.

From every corner of the country we hear the cry of Freight Transportation Facilities Inadequate. car shortage. What is the cause? In the first place we must realize that America has become to be the greatest manufacturing nation in the world. We have outgrown our railroads. In 1860 the United States stood at the bottom of the list of the four great manufacturing countries of the world. Now our manufactures are equal to the other three nations' combined. This is proved by statistical data. We are making in this country over thirteen thousand million dollars' worth of goods annually. England, our chief competition, produces only five thousand million. We may note, in passing, that with all our greatness we are producing only twelve and one-half per cent of the manufactured articles of the world. This is a very poor showing considering the fact that we have the cheapest transportation and coal,—a large factor in the cost of production. This simply shows that we must wake up to the possibilities of foreign commerce. It has been asserted that the greatest hindrance to the reception of our goods in foreign markets is due to the fact that they do not conform to the customs of foreign trade.

Our growth in manufactures is much more rapid, proportionately, than the increase in our population, which means that in the near future, our already large foreign commerce will greatly exceed what it is at present. It must be obvious to the most casual observer that both this immense foreign and interstate commerce which has developed in the past forty years, is making a tremendous demand upon our railways for transportation.

Now let us just take a look at the mathematics of the railroad situation. Brother Statistician tells us that owing to the unusual prosperity of our country the total ton-milage of freight traffic between 1895 and 1904 has been increased eighty-five thousand million, or nearly one hundred per cent, that the number of miles of road has been increased seventeen per cent, but the number of cars only forty per cent, and the number of locomotives only thirty-three per cent. Of course, the increase of traffic has been still greater since 1904. It therefore appears that with an increase of traffic



## Longwall System of Coal Mining.\*

As compared to the familiar room-and-pillar system of coal mining, the longwall method has not been used very extensively in the United States, owing principally to difficulties inseparable from longwall working except under entirely favorable conditions. In England the amount of work done on the long-

the roof subsiding upon the pack walls and gob stowed back into the voids left as the coal is removed.

In longwall advancing, Fig. 2, a suitable pillar is usually left, properly to support the shaft or opening. Encircling this pillar a continuous face is established, with entries at

After regular work is under way, however, there are no roadways to maintain under a settling roof and other changing conditions. Longwall advancing is the more popular system, owing to its possibilities for comparatively quick development. In starting a longwall operation it is desirable to have an early initial breakage in the roof well back in the gob, so that the roof may thenceforth take a natural and regular rate of flexure and settlement. Sometimes two such breaks occur before proper conditions are established. In case no such break occurs naturally, dynamite is used to shoot down portions of the roof back in the gob and so start the desired fracture. This breakage of the roof relieves the working face of excessive weight, and subsidence of the roof can thenceforth generally be controlled by proper mining conditions. Shearing of the roof at the face must be avoided, as it may close up the workings and entail serious difficulties due to "loss of face" by breaking its continuity.

### Mining Operations.

Fig. 3 is presented in illustration of longwall advancing operation, showing the working conditions in a machine mine, at a point where a roadway reaches the face. The coal undermined by continuous traverse of a machine (or of the pick miners) along the face

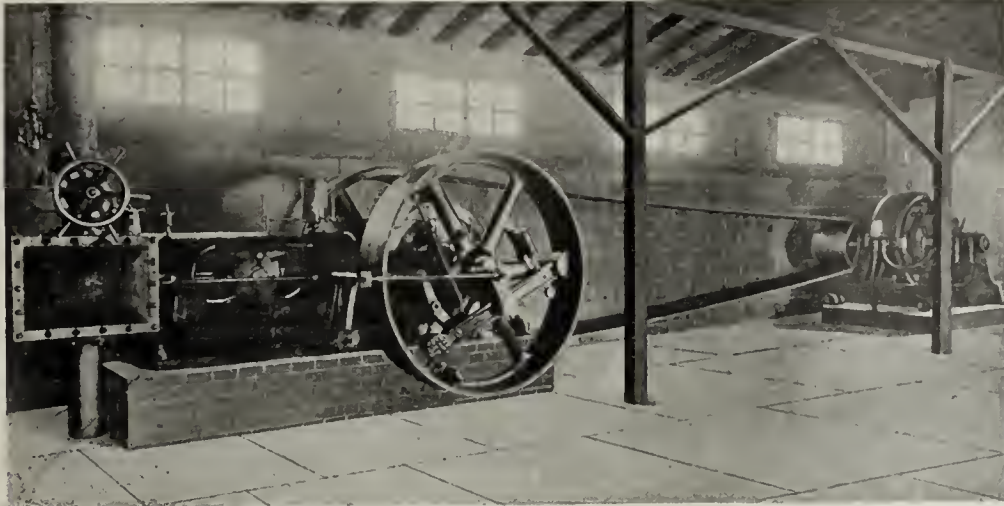


Fig. 1.—McEwen-Goodman Generating Unit, Farmers' Coal Co.

wall principle is constantly increasing, by reason of the great depths at which coal is being mined and the corresponding difficulty of sustaining the roof properly by the room-and-pillar method without leaving an excessive percentage of the coal.



Fig. 2.—Longwall Advancing.

The general principle of longwall working contemplates the maintenance of a continuous face, roughly circular, either partially or wholly, and with roadways at suitable intervals to afford haulage communication with the mine opening. As the coal is worked out the roof is allowed to settle slowly and gradually back onto pack walls and gob made up preferably of waste material left as the coal is removed. Upon the availability of pack material of proper nature and in sufficient quantities depends a large item of economy in longwall mining. Where this pack material is insufficient, timbering must be resorted to; where it is in excess, such excess must be hauled outside the mine for disposal. For successful longwall working, the roof should be of a suitably flexible character, so as to be controlled readily in its subsidence, throwing the main weight well back into the gob and preventing excessive pressure or breakage at the face of the coal.

### Systems of Longwall.

There are to be recognized two general methods of longwall mining, longwall advancing and longwall retreating.

The latter system, not extensively used in this country, necessitates driving entries from the mine opening, radiating to the limits of the property which is to be worked out from this opening. There the ends of these various entries are connected to form the continuous face. Mining operations then proceed, the face advancing toward the mine opening and

suitable intervals. Mining operations then advance the face outward from the pillar, with pack walls built in the rear as the coal is taken out. Entries are maintained by building suitable pack walls at either side. As the face advances and increases in length the entries are so divided and multiplied as to avoid excessive distances between road heads at the face.

In building longwall packs large pieces of rock are piled to form the walls, or else cribbing filled with small stuff is used, depending upon the nature of the waste material. Spacing of the pack, along the face varies according to the nature of the roof and the nature and quantity of the material at hand. Sometimes regularly spaced rock-filled cribs are used, with timber props between; in other cases, where the rock coming down with the coal yields blocks of fairly good size and the roof is of good quality, road walls are built without timber and few, if any, props are used along the face.

As the roof settles back upon the pack walls proper height in roadways to the face is maintained by shooting down roof or taking



Fig. 3.—Operations at the Face.

is broken down by pressure of the roof, occasionally assisted slightly by driven wedges. Under proper conditions, and where the workings are handled by practical longwall miners, no powder ever is required for shooting down the coal.

The fallen coal is loaded onto low, flat mine cars or "boxes" for haulage out the roadway. Waste material is gobbled back, the large rocks being built into pack walls and the smaller stuff shoveled in between. After the coal is loaded out, the track along the face is shifted



Fig. 4.—Surface Plant, Midway Mine, Western C. & M. Co.

up bottom, or both. Where the mining operations yield insufficient pack material these brushings from roadways are used in building pack walls on either side at the working face.

It will be seen at once that longwall retreating involves the greater development outlay in entry driving, etc., before the mine can begin active and remunerative production.

into proper position for the new face, as shown at the right in Fig. 3. At the road head, connection with the entry track is made by a "flat sheet" of plate iron, on which the car is readily turned.

Under poor roof the space between the face and the gob may not be sufficient to permit use of cars and track. In such cases platform forms similar to stone sledges are used in

\* From Electrical Mining.



getting the coal to the nearest entry for loading onto cars there. Under these adverse circumstances roadways intersect the face at distances of only thirty to one hundred feet. With the face track system roads are from two hundred and fifty to six hundred feet apart, depending upon conditions. Manifestly the face track is the best arrangement where practicable, not only because of the easier loading and moving of the coal, but also on

their difficulties, but also as a method by which they may effect important economies. For successful operation by longwall methods a suitable combination of favorable conditions is absolutely essential. Furthermore, the work must be started by practical longwall men. In certain cases, even where the essential conditions have been entirely favorable, attempted longwall work has been ruined and the chances of success spoiled through lack

lying the coal is a thick band of block slate, and a thin layer of draw slate. Next above is the "cap rock" of lime stone, which forms the permanent roof. Thicknesses for these various strata naturally vary with different properties, but the following may be taken as average thicknesses for one particular locality: Cap rock, five feet; draw slate, three inches; block slate, ten inches; coal, twenty inches; sulphur band, five inches; fire clay, one and one-half to two and one-half feet. The draw slate and block slate come down with the coal in large chunks, forming nicely rectangular blocks readily piled to form pack walls and road walls. Very little timber—in many cases none at all—is required in the mines throughout this field.

Fig. 6 shows outline of the working plan of a mine.

Mining is done in the fire clay, so that none of the coal is reduced to screenings. Several of the smaller companies operating in this locality employ pick miners for hand-cutting their coal, but the only mines which have what may be termed a fair production are those using mining machines of special longwall pattern.

The use of machines frequently has made successful certain longwall operations which otherwise could not be carried through. The machine maintains a straight face and advances uniformly each day regardless of variations in the hardness of cutting. A regular advance and a straightaway face are essentials of success in longwall mining.

#### Longwall Machine History.

The Sperry Electric Mining Machine Co. started in business in 1889 and during that and the following years experimented with the Sperry pick machine and the eight-wheel single-type locomotive, both machine and locomotive being used at the mines of the Chicago, Wilmington & Vermillion Coal Co., Streator, Ill. It was during 1890, on account of some experiments in connection with compressed-air longwall machinery in the northern Illinois field, that A. L. Sweet, president of this mining company, urged the Sperry company to design an electric longwall machine. As a result the first longwall machine ever designed and operated in this country was tested in Shaft "J" of the Chicago, Wilmington & Vermillion Coal Co., at Braidwood. Later two additional machines of the same pattern were placed in Shaft "O" and their operation continued until it was proved that the uncertain character of the roof made longwall machine mining in this particular mine unlikely to be profitable.

It was during the operation of these two machines at Braidwood that officials of the Missouri Pacific railway, W. Farnham, engineer, and M. W. Serat, superintendent, visited the mine and were much impressed with the machines and their evident adaptability to the existing conditions in the Missouri field. Subsequent events proved the correctness of their judgment. A contract was entered into whereby the Sperry Electric Machine Co. furnished a complete plant, including four longwall machines, for use in the Graddy mine of the Missouri Pacific, at Lexington. Acceptance of the machinery was contingent entirely upon proof of its ability to enable production of coal at ten cents per ton less than the prevailing cost of hand mining. Difficulty had been experienced in operating this property, owing to the hard mining, which influenced the miners to seek easier conditions in adjoining mines. This plant proved a marked success; additional machines were purchased later and operation was continued for many years. After exhausting the Graddy property the machines were transferred to other mines of the same company, now known as the Western Coal & Mining Co., where even the original machines are still at work.

One view of one of these machines at the Midway mine (Fig. 4) of this company is reproduced in Fig. 8. The machine consisted essentially of an electric motor, transmit-



Fig. 6.—Mine Map with Roadways Named, Laning-Harris C. & G. Co.

account of the saving in cost of maintaining and brushing additional roadways.

#### Advantages of Longwall.

The longwall system of mining has many advantages over room-and-pillar work, where it can successfully be used.

1. With longwall advancing, there is no entry driving or narrow work in the coal.
2. The ventilation system is very simple.
3. Except in brushing roadways, no blasting is done in the mine, the coal being broken down by the weight of the overburden where the roof is under proper control.
4. Elimination of blasting does away with the possibility of disaster resulting from explosions caused by blown-out or windy shots.
5. No powder being used in bringing down the coal, the latter comes out in exceptionally large pieces and the percentage of "fines" is very small. Longwall coal is practically one hundred per cent lump.
6. Inasmuch as all of the coal is removed and the roof settles firmly upon the gob, there

of knowledge and experience on the part of those undertaking the work. The thicker the vein of coal, the more difficult is the operation of the longwall system, owing to the greater subsidence of the roof and the correspondingly greater difficulty of controlling properly its flexure and settlement. A high degree of skill and experience is required for starting a longwall operation, as only the experienced longwall miner can properly analyze in advance the conditions to be encountered and determine accordingly the methods which he must follow in order to insure successful working.

#### Missouri Longwall Field.

As fairly illustrative of longwall practice in this country a number of views are presented showing various details of equipment and operation at five mines in the Missouri field, Lafayette county. These companies, with the location of their mines, are: Farmers' Coal Co., Higginsville; Western Coal &



Fig. 7.—Showing Track Turned Back to Permit Operation of Sperry Machine.

is no possibility for creeps to extend over and cause loss of old workings or entries, as may occur with room-and-pillar work where removal of the pillars is not done carefully and at the right time.

The longwall system of mining has so many attractive features that room-and-pillar operators, especially when confronted with some adverse conditions, are prone to regard longwall not only as a desirable solution for

Mining Co. (Fig. 4), Lexington; J. C. McGrew, Lexington; Laning-Harris Coal & Grain Co., Wellington; Independence Coal Mining Co., Napoleon.

The coal vein in this field varies in thickness from sixteen to twenty-four inches, averaging about twenty inches. Immediately underlying the coal throughout a large portion of the region is a thin sulphur band, beneath which occurs a stratum of fire clay. Over-



ting power through a train of gearing to an upright sprocket shaft, driving a chain having cutting bits attached. The other end of this chain passed around a sprocket of about thirty inches diameter, carried by an arm so fastened to the machine frame that the arm could be tilted to cut slightly upward or downward. A controller wheel at the front of the machine

seven hundred linear feet of face per shift, undercutting to a depth of from thirty to forty-two inches. Four men were required in its operation. One man was the machine runner; the second man shoveled the clay cuttings back into the gob between the pack walls; the third man, behind the machine, placed sprags into the kerf to prevent premature fall of the coal, and

but eliminating the cumbersome rack rail, so that the machine now drags itself forward over the mine floor by means of a wire cable. These improvements reduced by one man the number required with the Sperry type. The Goodman Manufacturing Co. has installed machines of its improved type in several mines in the Missouri longwall field and these machines alone, of the



Fig. 8.—Rear of Goodman Machine, Showing Undercut Coal, Cutter Chain and Clay Cuttings, Farmers' Coal Co.

enabled the operator to govern the direction of cutting by tilting the arm as required. The machine propelled itself forward by means of a gear operating in a rack rail, this rail supporting one-half of the weight of the machine, as well as feeding the machine ahead. The rail was made in sections eight feet long, fastened

also, disconnected and moved forward the jacks and rack rail section; the fourth man set the jacks and rack rail ahead of the machine, turned the face track back out of the way, as shown in Fig. 8, and made other necessary preparations for free passage of the approaching machine. From the Sperry Electric Mining Machine Co. was

many different makes tried in that section, have been successful in meeting the exacting requirements.

#### The Illustrations.

Fig. 1 shows an electrical generating unit, such as is furnished by the Goodman Manu-



Fig. 9.—View at Face, with Pack Walls, Track and Goodman Machine Approaching Jack, Laning-Harris C. & G. Co.

in place by jacks between the floor and roof of the mine. The arrangement of jacks and rail is plainly shown by Fig. 8.

In ordinary clay cutting, the Sperry machine proved itself capable of undermining, successfully and steadily, from three hundred to

afterward organized the Independent Electric Co., a predecessor to the present Goodman Manufacturing Co.

Meanwhile the longwall mining machine has been advanced and perfected, retaining the superior points of the original Sperry machine,

facturing Co. for mining service. The engine at the Farmers Coal Co.'s power house is a 16x15-inch McEwen, built by the Ridgeway (Pa.) Dynamo & Engine Co. It is belted to a 100 k. w. Goodman mining generator, installed to drive easily four longwall machines, but often called



upon to furnish power for eight, during whole shifts. This means an overload of more than fifty per cent, endured not merely for an hour or two, but for eight hours at a time. No better evidence could be desired in proof of the oft-stated fact that Goodman generators are designed with special reference to the peculiar requirements of mining service.

Fig. 4 presents a view of the surface plant at the Midway mine of the Western Coal & Mining Co., near Lexington, Mo. Here is located a central power plant, furnishing electric current for this mine and also for two others near by. At these three mines are still in use several of the historic Sperry longwall machines. The modern Goodman machine has now been adopted, however, and an order for four is being executed.

Fig. 6 reproduces outline map of the working plan for an actual longwall operation. A drift mine naturally can not have a completely closed circuit for its working face, and the mining machines must be shifted back to the starting point after each passage. The shaft mine, ordinarily, unless hampered by property limits or other governing conditions, may have a continuous face and never have to shift the machines.

Figs. 9 and 10 show a Goodman longwall machine in the Farmers Coal Co.'s mine. Cutting here is done only at night and the photographs show the machine as left by the crew for its daytime idleness. The power cable is seen coiled in front of the machine. Fig. 9 shows the shoe which slides along the face, and the drum which winds in the haulage cable; also the controller, arm tilting screw, etc. Fig. 10 shows the cutter chain entering the kerf in the fire clay beneath the coal; also the face of the coal itself with draw slate and block slate above. One rail of the face track appears in both views.

Fig. 11 gives a good general idea of the longwall operation, showing the coal face at the left, the Goodman machine approaching the cable jack, the face, track, and the pack walls at the right. Working height here is about 40 inches. Comparison with Fig. 8 shows that the Goodman machine does not require removal of the face track, as the old Sperry machine did.

From chalk marks on the first load, the weigh boss will know that this box goes to the credit of loader No. 27. Height under the cap rock here is only 32 in. The picture shows the manner of roof brushing to give needed height in roadways. Road head and working face are only a few feet in the distance.

[Next week the conclusion of this longwall matter will deal more particularly with the equipment and methods of individual mining companies in the Missouri field. References will likely be made to the illustrations in this issue. Save it.]

### Freight Schedule.

Freight rates per ton of two thousand pounds from the Connelssville re ion, which includes any part of it, to the principal points of consumption, are as follows:

To Pittsburg .....	\$0.30
To Mahoning and Shenango valleys.....	1.30
To Boston .....	3.50
To Baltimore .....	2.05
To Buffalo, N. Y.....	1.85
To Cairo, Ill. ....	2.80
To Detroit, Mich. ....	2.25
To Chicago, Ill. ....	2.65
To Cincinnati, Ohio .....	2.10
To Cleveland, Ohio .....	1.60
To Columbus, Ohio .....	1.65
To Joliet, Ill. ....	2.65
To Louisville, Ky. ....	2.65
To East St. Louis.....	2.80
To Elwood, Ind. ....	2.35
To New York .....	2.75
To Toledo, Ohio .....	2.25

### New Director for the Huntingdon and Broad Top R. R.

At the annual meeting of the Huntingdon & Broad Top Railroad, held in Philadelphia on



Samuel Heilner.

Tuesday of this week, Samuel Heilner, head of the firm of Percy Heilner & Son, was elected a member of the board of directors.

### The Baltimore Shipping Trade.

BALTIMORE, MD., October 13.—(*Special Correspondence*.)—The bituminous market, as it affected local conditions, may be said to have been both satisfactory and unsatisfactory during the week that has just been brought to a close. It has been satisfactory in the matter of demand, as there has been considerable activity reported both in the matter of line and tidewater business, and it has been unsatisfactory in the matter of receipts, as the car shortage continues, and there appears to be no chance of an early let up in this regard. This is certainly discouraging to some agencies and shippers, who, after the long period of summer lassitude, see orders in their hands which they can not fill in full, and have, in not a few cases, to turn down customers who desire to originate an immediate business, or who wish to increase contracts. It may be noted, however, that inability to supply coal is not the keynote of every handler of the product here, for many are taking care of all the business that is coming their way, and report that they are still out for orders. It is truly a market that in the matter of demand seems of considerable strength in places, and then again rather weak in others.

In the matter of prices too, this condition of being fairly satisfactory and then again rather unsatisfactory prevails here. Coals that were some weeks back dangerously close to the one dollar mark are to be sure now doing thirty cents or so better at the mines, and while from fifteen to twenty cents appears to have been put on the first-class grades that never went farther than \$1.40 or \$1.50, still there are many conservative men here who believe that trade conditions, both from a standpoint of consumption and demand, and from a standpoint of justice to the producing interests, should be considerably better. These same men, by the way, predict that the continued car shortage after the real rigors of winter sets in will, if nothing else does, force prices up to a considerable extent.

Coke still remains very scarce in this territory, and at prices that are in many cases set by the

necessity of the consumer for large and immediate delivery. This is another thing in which but little relief is figured upon, as the information of local handlers of the fuel leads to the belief that it is more a question of curtailed production due to labor scarcity, and to the wonderful increase in the amount of coke demanded, then to car shortage troubles, that has led to the present state of affairs. The Maryland Steel Works at Sparrows Point, near here, has been, and still is, a great consumer of coke, but there, as elsewhere, they have been having their trouble with labor. The class of men needed in the steel works has been extremely hard to secure, and a gentleman in close touch with the big works, which employs in all of its departments, some 5,000 men, said that it had recently been a big problem to keep things going full, and this with plenty of orders on hand. Last week an accident at the works, in which blazing coke poured from a furnace upon a force of thirty men, burying several of them under tons of red hot fuel, was not an encouraging feature at a critical labor period. Seven of the men caught died of their injuries. It may be said, however, that the big works in the past has been singularly free from serious accidents.

The advent of real fall weather has had the effect of brightening up the anthracite trade to a considerable degree. Several real frosts have come the way of Baltimore, and not a few furnaces and stoves in homes are already going. It must be but the matter of a very short time now before the fellow without much coal in his cellar must get busy and order. A brisk business is anticipated, and yards, generally speaking, seem pretty well stocked to meet the situation. Some gaps made by early season orders are now being filled, and a fair amount of anthracite seems to be coming through in spite of the car shortage. Things look pretty good to the trade at present, and there is no reason why the season should not prove a prosperous one.

Mr. C. E. Conaway, of Fairmont, W. Va., who is well known in coal circles here, is reported to have just closed a deal for a tract of 4,000 acres from what is known as the Jackson interest. It is said that the transaction involves about \$1,000,000, and that plans are being worked out for a full development of the lands, which are in Harrison county, with an outlet over the Baltimore and Ohio railroad.

In the latest United States Geological table, which includes a history of coal mining in Maryland, it is stated that the output for 1905 was 5,108,539 tons. The entire production in Maryland since the discovery of the first coal in 1820, the first bituminous discovered in the United States, has been 136,638,467 tons.

The Lewiston & Auburn Coal Co., Portland, Maine, has been incorporated with \$10,000 capital stock. The incorporators and officers of the company are E. O. Stephenson, president; J. E. Simpson, treasurer, and H. L. Cram, clerk.

Articles of incorporation have been filed at Raven, Va., by the Miners' Mutual Coal Co., showing a capital stock of \$50,000. The incorporators are B. L. Fink, Odd, W. Va., president; and A. B. Shannon, of Pineville, W. Va., secretary.

A charter has been granted the Central Fairmont Coal Co., of West Virginia, at Clarksburg, to own, buy, sell and lease coal and timber lands and to mine and manufacture coke. The company will also conduct a general merchandise business.

Articles of incorporation have been filed by the Wright & Weed Co., Mount Vernon, N. Y., showing a capital stock of \$15,000. The incorporators are L. H. Wright, Mt. Vernon; F. G. Weed, Pelham Manor, and T. B. Cleson, South Orange, N. J.

I find THE BLACK DIAMOND very interesting and valuable reading. It contains information that no coal man can afford to be without. This journal has helped me make a great deal more money than I ever paid for it.—J. A. Reeves, Champaign, Ill.



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, October 13, 1906.

There is no decided change toward an improvement in hard coal, and trade generally continues to reflect the heavy purchases made during the early part of the year, which can only be relieved through an increased distribution of the coal in dealers' yards. On the other hand, there is sufficient evidence that a quiet development of things is progressing in all the departments of the trade, which sooner or later must bring a materially larger volume of business, and in the event of an early frost, it would no doubt greatly stimulate the demand both at retail and wholesale. Already there is noted a somewhat better tone in all the trade localities, by reason of the advanced season having reached a period where the natural requirements become greater, and this is more pronounced in some directions than in others.

The rail trade is probably the most important in its demand at this time, it seeming to have become shorter in its supply than at other points, and is looked upon as being the most favorable business available, owing to the regularity with which orders come in, often permitting the shipment of coal loaded in cars, that could not be utilized elsewhere. The general trade shows an improvement, particularly at points west and some of the outlying districts, which would call for a larger production at the mines, providing that the tonnage could be handled at present, but the shortage of cars in being diverted to the western and foreign roads, delaying the equipment indefinitely, shippers are not anxious to furnish any more cars than is absolutely necessary for this class of trade, as it would only result in a further curtailment of them, interfering with the movement of coal to points east on the line and for tidewater distribution. The situation in regard to the transportation and equipment to handle the business that is now in hand is fully twenty-five per cent short of what is needed, and until such time as the connecting lines can overcome this difficulty, there will be no relief given before the close of navigation. A cold spell prior to that time might act seriously, should a heavy demand for coal set in, and difficulty would undoubtedly be experienced in transporting the quantity desired.

Trade eastward is not showing the effects of reduced stocks and the opinion is that supplies in that territory are comparatively heavy, making current orders from there somewhat scarcer and of little interest. The demand for coal from the ice-making ports are urging for shipment, as the time left in which delivery can be made is getting quite short, and with near approach of ice, vessels will demand an advance in ocean freights. The local city trade is slightly better than it was, with dealers beginning to feel the increased distribution from their yards, though this has not yet been reflected to any extent into the wholesale market, but it is anticipated it will develop soon.

The coal reaching shipping ports is moving off more freely, and accumulations at these points are less than they have been since early in September. Egg coal, with some shippers is inclined to be long, though others find room in having a wider territory of distribution and are disposing of their entire production. The other domestic sizes are being absorbed as they reach destination points. The free burning steam grades are very strong, and these coals show a demand where there is likely to be shortage of them before long. In fact some of the sizes are already short of the requirements and prices ruling very firm.

The Atlantic seaboard soft coal trade shows an improvement in certain quarters, and whereas the demand is not up to what it should be, yet the supply of cars is not taking care of the present business, with no immediate prospects for improvement in the number available that can be discovered at the moment. A great many cars are being diverted from the West Virginia fields for shipment to the west and lower lake points. Indeed there is scarcely a mine in the gas coal district that has not an unlimited supply of orders for shipment of all the three-quarter coal they can spare for the lake trade. This has taken a great many cars out of the local markets and their tardy return to the systems here has created a shortage that is being severely felt, and it is not believed that the roads so affected, are able to handle more than two-thirds of the business being offered, in fact some shippers complain of only receiving fifty per cent of the cars to which they are entitled. The

principal business being transacted this time is on season contracts, with most producers having more orders than they can conveniently provide for, causing considerable delay to certain distributing points, consumers in the east, too, are showing a greater disposition to put in a little more winter stock than they have been doing lately the low rates on ocean freight prevailing, has also been an inducement to get shipments forwarded. The chief effort being made at present is to supply the shoal water and ice-making ports, with the balances of contracts still due, to go forward before the season closes. Most of the business in this territory being done is upon old contracts, and what new trade is taken, except on the better grades, is at the low current prices.

Trade along the sound indicates a general improvement, but the short supply of cars appearing for rail delivery, just at the period of a better demand, may accentuate the activity in this territory, especially among the better grades of coal. There is no trade of any account doing in New York harbor, owing to excess of coal being shipped on the market without orders to provide for same. This has had a tendency to keep things demoralized, with prices down on the poorer grades, to a point where little if any profit can be realized on the transaction. Prices range down on the poorer coal of West Virginia for steam purposes to \$2.20@2.25, a better grade can be had at \$2.40@2.75 but the standard steam coals are firm at \$2.65@2.75 f. o. b. the shipping ports. The all-rail trade is better than it was, and more coal is being called for, though prices show no change towards improving. Transportation on most roads is irregular and slower than usual, cars are short on all lines, with probably the Pennsylvania being an exception, but have not a good supply of the smaller size cars, which are essential on certain shipments. In the coast-wise vessel market, craft of all kinds is short and rates inclined to advance, due to the heavy northeast winds that have confined them to places of safety for over a week. We quote from Philadelphia as follows: Boston, Salem and Portland 65@75c; Lynn, 85c; Newburyport, 90c; Bath and Portsmouth, 75@80c; Bangor, 80@90c; Saco, 90c and towage; Gardiner, 90@95c and towage; to sound, 55c.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, October 12.—(Special Correspondence.)—Unless all expectations fail of realization, the fall and winter season now approaching, will be one of the most active so far as the anthracite market is concerned, that local dealers have experienced in many years. Up to the present the increased demand has been principally among the retailers, but there is a general feeling of encouragement that within a week or two, all lines will be rushed to their capacity.

Lake shipments for the week past have been fairly good, in fact, a trifle above normal, though the up-lake demand is not extremely heavy. Docks at some of the ports are crowded, and unless some of the coal already held by them is not soon distributed, the close of the season will be less active than has been expected. Total shipment for the past seven days was twenty-five cargoes, amounting to 85,368 tons. This amount was distributed as follows:

	Tons.		Tons.
Chicago .....	33,700	Milwaukee .....	11,000
Duluth .....	11,768	Waukegan .....	4,300
Superior .....	16,500	Sault Ste. Marie ..	3,000

In the local market the demand for egg, stove

and nut sizes is active, the colder weather of the past week serving to give increased energy to the retail trade. With the exception of nut, required sizes are in liberal supply, the quiet condition of the lake trade permitting the accumulation of a liberal supply in the yards and at the storage plants of the various companies in this city.

There is no improvement in the car situation. Shippers of bituminous are greatly bothered to secure transportation for the coal and in most cases orders are fully two weeks behind in delivery. At the mines operations are still conducted on the half-time plan, for the simple reason that the operators are unable to handle more than fifty per cent of the stock they are actually able to mine. There is no change in the market condition, the demand continuing good, prices firm and buyers in evidence. There have been no large orders reported this week, nor are the operators looking for them. It's just an easy, every-day business. The railroads are apparently getting all the fuel they need for present use and are not worrying about the future. Pittsburgh coal is in good demand at \$1.40 at the mines,

mine-run. There is no present or anticipated trouble with the miners.

### PERSONAL NOTES.

Coke, which is largely governed by the car situation, is scarce and in active demand. Prices are on the line of previous quotations.

G. S. Ramsay, general superintendent of the Shawmut Mining Co., at St. Mary's, Pa., was a caller at the local offices of the company early in the week.

E. C. Roberts, of the Hedstrom interests, is making a tour of the company properties this week, and will visit the mines at Dutch Hill and Fairmont. He will also visit Pittsburgh.

It is now reported that the tie up of a large number of carloads of coke in the Connellsville district, has been broken and that coke is now moving with the usual freedom from that section.

A dispatch from Mahoning City says a new vein of coal extending a mile in length and an



eighth of a mile in width with an average thickness of twelve feet, has been discovered by the Philadelphia & Reading Coal & Iron Co., in the Mahoning valley.

The Buffalo *Enquirer* says:

Charles T. Williams, trustee for the Riverview Coal Mining Co., has filed his final report with Referee in Bankruptcy Hotchkiss. This bankrupt company was owned and controlled by Donnelly, Dunham & Co., and the Donnelly-Dunham Coal Mining Co. The assets of the concern consisted of a large tract of land in Armstrong county, Pa., together with certain personal property, consisting of engines, mining machinery, tools, etc.

At the time the creditors' petition was filed against the concern it owed quite a sum of money for wages upon which judgments had been secured and executions issued. The sheriff of Armstrong county was about to sell the property of the mining company to satisfy these judgments, but the trustee secured injunctions restraining the sale, and the men eventually got their money. On June third, 1905, the assets of the bankrupt estate were sold by Mr. Williams to Frank Sullivan Smith, a brother-in-law to Gov. Higgins, for the sum of \$40,500. The sale was made at public auction, and was afterward confirmed.

Soon after the sale a dispute arose among the trustees of the Riverview Coal Mining Co., the Donnelly-Dunham Coal Mining Co. and Donnelly, Dunham & Co.

The trustee of the Donnelly-Dunham Coal Mining Co. claimed to be the owner of all the personal property in the mine, and the trustee of Donnelly, Dunham & Co. claimed to be the owner by assignment of the bankrupt's rights in a certain contract made with Joseph Early for the purchase of coal lands in Armstrong county, upon which there had been paid the sum of \$1,133 and on which there remained to be paid the sum of \$2,600 before said contract would be available as an asset of the estate.

The trustees finally came to an agreement that each would waive any claim that he might have against another trustee as such, and that the personal property of the mine should be considered the personal property of the Riverview Coal Mining Co., and the trustees of the Riverview and Donnelly, Dunham & Co. should divide in equal parts between themselves whatever difference there remained on account of the sale of the Early property after the payment of the amount due to Early on account of the purchase.

In August, 1904, an agreement was entered into between the Riverview company and the other two Donnelly-Dunham concerns by which Donnelly, Dunham & Co. and the Riverview Coal Mining Co. agreed to transfer all their property and rights to the Donnelly-Dunham Coal Mining Co. in payment for which said parties were to receive stock in the Donnelly-Dunham Coal Mining Co.

This agreement was never carried out, but in furtherance of the interests of the parties to this agreement the Riverview company gave a mortgage upon its property and rights in Armstrong county to the Buffalo Loan, Trust & Safe Deposit Co. for the purpose of securing an issue of bonds of the Donnelly-Dunham Coal Mining Co. to the extent of \$75,000. Some of the bonds were delivered to the following persons in the amounts named:

Dudley M. Irwin, \$3,000; People's Bank, \$41,000; German-American Bank, \$18,000; J. Ambrose Butler, \$2,500.

All the persons claimed to hold these bonds as security for the indebtedness of the Riverview and Donnelly-Dunham Coal Mining Co. The holding of certain bonds was disputed by Trustee Williams. Testimony was taken in regard thereto, with the result that the bonds claimed to be held by Mr. Butler were declared not to be a lien against the estate. It was agreed that the German-American Bank's claim should be reduced from \$11,000 to \$7,000.

On May third, 1906, Mr. Williams made a partial report, whereupon a first dividend of thirty per cent was declared and paid only to the creditors of the bankrupt estate holding bonds of the Donnelly-Dunham Coal Mining Co. and secured by the mortgage on the Riverview Coal Mining Co.

Mr. Williams in his final report says that he has on hand after the payment of the thirty per cent dividend and all expenses the sum of \$5,610.31, which has been ordered distributed in the form of a final dividend.

## The New England Coal Trade.

BOSTON, MASS., October 11.—(*Special Correspondence*.)—There is no change worthy of note in the anthracite coal market from that reported a week ago, although the business at retail is said to be more active than in September and dealers are reporting as having more orders to work upon. This naturally will become more effective in another three weeks' time, to allow the stocks in the retail yards to be reduced, which would then be reflected into the wholesale market accordingly, and giving a stimulus to the entire trade. There has been little change in the arrival of cargoes at the discharging ports, but in sporadic instances these cargoes are disposed of and it is understood that business is being contracted for in advance, which should make water shipments more active a little later. The shoalwater ports are still taking a fair amount of coal and shippers will likely be kept busy up to the time ice makes, and there is a question in some cases whether the full quantity can be furnished. The strong east wind that has prevailed for about ten days past, tied up all sailing vessels at the loading ports, unable to venture out for this period of time and it was reported that over one hundred boats were so affected, which seriously delays the delivery of the coal and in case of further storms may cause an uneasiness as to obtaining a full supply. The all-rail trade is producing comparatively more orders than at the tidewater points and is being taken with greater regularity, making it of more importance to shippers in the absorption of the

tonnage from the mines. The sound also shows a better demand and is being further accentuated by the shortage of cars for reshipment to inland points.

In the soft coal market there is continued improvement in a modified way, consumers apparently being more influenced by the low ocean freights than from any actual shortage in their supplies of stocks on hand. The scarcity of vessels during the week, due to contrary winds, and their detention at the Hampton Roads loading ports, through the slow movement of coal to them from the mines, has probably been the real reason for the improved conditions. The question at present affecting the buyer is not one for immediate supplies because of any shortage, but rather to make provision against any future requirements that may arise at periods when it would be difficult to secure transportation upon it. Prices on Georges Creek coal were advanced on October first ten cents a ton, which makes current quotations on the product \$2.85 f. o. b. Philadelphia, and \$2.78 f. o. b. Baltimore. At the advance the market is quite firm and indicates a further increase in orders. There is no great amount of the cheaper coals coming to this territory and where shipped is at lower prices. The Pocahontas and New River coals are holding firm at \$2.75 f. o. b. Norfolk and Newport News shipping ports. We quote vessel freights Hampton Roads and Philadelphia 65@75 to Boston and Baltimore, 75c.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., October 11.—(*Special Correspondence*.)—The anthracite coal trade is slightly improved from what it has been for some weeks past with more orders available for shipment and the development of a reasonable character. There is no rush about the business obtained, as stocks in buyers' hands have not yet been materially reduced, but the sentiment in the trade is to keep supplies well replenished in view of the greater uncertainty of transportation as the season advances. A sudden increase in the demand at this time would probably tax the facilities of the railroads to a point where the movement of the tonnage might be delayed, as the congestion of cars on the western roads is very heavy, affecting eastern roads which have not only to handle the traffic which they originate, but have the crops of the west coming upon them for export. The reduced September production of anthracite coal is indicative as to the restriction in the region by the short supply. The shipments for September showed a decided decrease as compared with those of the corresponding month in 1905. The total tonnage amounted to 4,527,886, a decrease of 554,346 tons, nearly one-half of which came from the Reading, whose total shipments aggregated 804,390 tons, while the Lehigh Valley shipped during the month more coal than any other road—888,472 tons. Yet this total was less by 33,059 tons than were shipped in September last year. The change in production was due to the Reading company's mines being closed for one week, but the other companies worked full time. The output for the nine months of the year was 40,295,646 tons, a decrease as compared with 1905 of 5,092,164 tons. The stocks of coal at tidewater on September 30 were 739,880 tons against 660,377 tons on August thirty-first.

The controlling feature in the bituminous coal trade continues to be the shortage of cars and no one shipper, regardless of what road he may be dependent upon for transportation, is receiving the number of cars needed to handle the business that is developing. The demand for coal from certain localities is not large, though as most of this business is uncontracted for, it would be difficult to obtain sufficient equipment for an increased tonnage. The producers having their mine product closed up on yearly contracts, are receiving the larger proportion of the business that is available in the market and on such shipments consigned to all-rail delivery points on

foreign roads the shortage of cars is restricting the movement very considerably. Prices on this trade have shown no advance and quotations are ruling from \$1.10@1.20 f. o. b. cars at the mines for ordinary steam grades. The shipments via the Delaware have been very small during the week due to the coastwise storms preventing their leaving the harbor.

### Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows:

The freight market to Cuban, West Indian, Mexican and far east ports is decidedly firmer than a week ago, owing to a number of causes; among them, the absorption by the United States government of fourteen or fifteen steamers, and the demand for tonnage to load grain in the Black Sea and at the River Plate. These factors have caused a great scarcity of tonnage, and have had a strengthening effect upon the market.

Among the recent charters, are the following: steamer Tropic, 2,340 tons register, Newport News to St. Lucia at \$2.10; steamer El Presidente, 451 tons register, Philadelphia to Vera Cruz, for owners' account, and steamer Hjortholm, 848 tons register, Philadelphia to Havana at \$1.50.

Mediterranean rates are unchanged, and shippers of coal to Italian ports have chartered the steamer Kensington, on time charter for a round trip, with the idea that they can, by so doing, secure tonnage at a lower figure than if they chartered for coal out only on rates.

River Plate rates are a trifle lower, owing to the movement of grain from that destination.

We would quote freight rates by steamer as follows: \$1.40@1.50 to Havana or Matanzas; \$2.00 to Cardenas or Sagua; \$1.60 to Cienfuegos; \$1.70 to Daiquiri; \$1.75 to Santiago; \$1.70@1.75 to Colon; \$1.80 to Port of Spain, Trinidad; \$2.00@2.10 to St. Lucia; \$1.70@1.80 to St. Thomas; \$1.85@1.90 to Barbados; \$1.60 to Kingston; \$1.35 and p. c. to Curacao; \$2.50 to Demerara; \$1.80@1.90 to Bermuda; \$1.50@1.60 to Vera Cruz; \$1.50@1.60 to Tampico; 16s to Buenos Ayres; 17s to Rosario; 16s@17s to Rio; 17s to Santos; 10s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$6.00 and discharged to Manila; \$6.50 to Japanese ports.



## Eastern General and Personal Notes.

The coal and coke exports from Baltimore for the month of September, amounted to 41,433 tons of coal and 11,570 tons of coke, at a total value of \$142,961.

W. N. Taylor, of Randall & McAllister, Portland, Maine, spent several days of the week end in New York city on a business trip, and incidentally made a number of social calls while there.

Lucien Hill, manager of the United Coal Co., New York, left on Monday of this week on a visit to the home of his parents, at Bolivar, Ky. He expects to return in about ten days, and will take this occasion to enjoy a brief period of rest.

The Luzerne Coal Co. has been organized at Wilkesbarre, Pa., by Thomas Wilcox and Joseph Held, of Wilkesbarre, and Dr. Biehl, of Plymouth. The company has leased a block of coal land in Slocum township, and prospecting will be commenced at once.

The Girard Mammoth Coal Co., Shenandoah, Pa., has been incorporated to conduct a general coal and mining business. The mines of the company are located at Raven Run. The officers are David R. James, president; W. J. James, secretary; B. F. James, treasurer.

The Hutchinson Fuel & Supply Co. has been incorporated at Charleston, W. Va., with a capital stock of \$300,000 by M. L. Hutchinson and C. E. Hutchinson, of Fairmont; W. L. Highlands, S. C. Denham and M. G. Sperry, of Clarksburg. A branch office will be conducted at Fairmont, W. Va.

J. A. Renahan, vice-president and general manager of the Smokeless Fuel Co., New York, returned the first of the week after spending about ten days at the mines in the Pocahontas and New River fields. Mr. Renahan reports that a large demand is being received of both coal and coke, but due to the shortage of labor and cars in that region a full production is not permitted.

John T. Abell, of Curtis-Blaisdell Co., New York, accompanied by Mrs. Abell, were of a party who sailed on Thursday afternoon of last week via the Maine Steamship Co.'s line for Portland, Maine. The party have secured a camp in the Maine woods, where they will enjoy a period of rural life interspersed with fishing, hunting deer, and other pleasures which that country affords.

Grant Emmons, of Black, Field & Emmons Co., New York, started for a trip to the Maine woods on Friday of last week. Mr. Emmons is accompanied by a gentleman friend, who is familiar with the hunting places in that state, having made previous successful trips, and it is anticipated that their present outing will be a successful one, which should give them several deer and probably a moose.

H. G. Eldridge, member of the firm of Bangs & Horton, Boston, Mass., died suddenly of apoplexy on October third, at the age of seventy-two years. He leaves two sons and three daughters. Mr. Eldridge's death will be deeply regretted by a large circle of friends, having been active in the trade since 1871. He was well known and highly esteemed for his honorable business methods by all who came in contact with him. The funeral services were held at Grace church, Providence, R. I., on Saturday.

The result of tests having been recently conducted at the Kieper colliery of G. B. Markle & Co., the Pond Creek colliery of the Wyoming Coal Co., near Hazleton, Pa., indicates that there is a vein of coal ten feet thick beneath the Buck mountain vein, and is at a depth of fifty feet below the latter coal seam. New coal veins have been found in various sections of the hard coal belt in this locality, and experts claim that there is a greater quantity still remaining uncovered, refuting the theory of there being no coal below the Buck mountain vein.

Robert C. Hill, vice-president of the Madeira, Hill & Co., New York, left for Philadelphia the first of the week, and will remain at the company's offices in that city for several days in order to obtain information as to the present

status of the coal situation. Mr. Hill has only returned about a week ago from abroad, and feels he wants to go the rounds of inspection before settling down to office duties, and will visit the company's various coal properties both in the anthracite and bituminous fields, as also the gas coal region, which is likely to keep him busy for a week or ten days before his return.

The strong northwest wind that prevailed on the Atlantic seacoast since Sunday of last week, greatly interfered with the sailing craft from all the loading ports and caused a complete tie-up of a large fleet of vessels along the Delaware river and bay. It is estimated that more than one hundred coal-laden vessels which were at anchor in these waters were unable to put to sea owing to the heavy head wind up to the last of the week. The velocity of the wind varied from twenty-five to thirty miles an hour. This enormous amount of coal will probably reach delivery points at Boston, further east and New England ports during the current week.

H. G. Buxton, nephew of ex-Senator Henry G. Davis and Col. Thomas B. Davis, died at his home at Keyser, W. Va., on Tuesday, October second. The funeral service was held on Thursday at the same place. Mr. Buxton became identified with the coal business about twenty years ago, and was associated with the Davis Coal & Coke Co., in which he held the office of vice-president and was a director for many years. He opened the first office for the company in New York city, and remained in charge of it for some time. Later returning to West Virginia, he retired from active work in the coal trade, and went into the banking business, in which he was engaged during his remaining life.

The August statement of the Pennsylvania railroad was the most favorable ever made by the company not only for August, but for any month in its history. The gross earnings for the first time that they have ever reached the thirteen million mark, amounted to \$13,112,492. Net earnings were \$4,844,055. The Pennsylvania's era of large earnings began on September first, 1905, and gross earnings in the twelve months since then aggregated \$144,594,651. This is an increase over the year ended December thirty-first, 1904, of \$26,724,648. Net earnings for the year ended August thirty-first, 1906, amounted to \$45,563,260, an increase over the year ended December thirty-first, 1904, of \$9,117,761.

T. B. Davis Jr., vice-president of the Davis Coal & Coke Co., New York, returned to the city the end of last week, after making a very extensive inspection tour of the company's large property, covering the Fairmont gas region and the mining operations of the West Virginia field, also attending the funeral of his cousin, H. G. Buxton, at Keyser, on Thursday of last week, which kept him away for three weeks. Mr. Davis is much pleased with his trip, and looks forward to important developments in that field in the near future. He was particularly impressed with the recent growth of the large number of individual collieries being operated in the Davis Co. field, which now aggregates a very considerable tonnage.

The Boston Chamber of Commerce reports that receipts of domestic anthracite and bituminous coal at Boston, Mass., the past month and since January first this year, compared with the same period the previous year, have been, anthracite, 134,971 tons and 1,159,911 tons, as against 158,699 tons and 1,419,966 tons respectively, a decrease for the month of 23,728 tons, and up to September 30, 260,055 tons; bituminous, 260,513 tons and 2,217,139 tons, as against 234,967 tons and 2,089,817 tons last year, an increase of 25,546 tons and 127,322 tons respectively. The receipts of provincial soft coal to September thirtieth were 446,279 tons, as compared with 450,668 tons for the same period in 1905, a decrease of 4,389 tons.

George B. Schooley, of 123 North Eleventh street, Philadelphia, who contested the will of his millionaire cousin, James T. Crawford, late president of the people's Coal Co., at Seranton, was arrested at the latter city last week, being

accused of forging a will whereby he was bequeathed \$1,000,000 by Mr. Crawford. Schooley produced a combined will and letter from Crawford, dated in New York, December sixteenth, 1904, in which Schooley is left a million in securities and ten thousand dollars a year from the profits of the coal company. Mr. Crawford when he died in February had left his property to his wife and his stepson, James G. Shepherd, which was the first will probated by the widow. Counsel for Mrs. Crawford and the other heir says that there are certain errors in the Schooley letter and will which Crawford would not have made.

That the earthquake recently at Valparaiso, Chile, has had an effect upon the actions of the gulf stream north of Hatteras is indicated by its running in a more northerly direction and more swiftly, with vessels bound up the coast get to Norfolk, Va., before schedule time and vessels bound down the coast become stalled off Hatteras, where a fleet of sailing vessels were reported the end of last week. Captain Hanson, of the Lightship 72, stationed on Diamond shoals, told the story that on August eighteenth, nineteenth and twentieth the ship acted very queerly, and he was at a loss to account for it. He said: "The compass swung from east to northeast and back to southeast. The gulf stream changed its course and for ten days we had no current, while the water around the ship changed from the familiar green of the gulf to a dirty green. On the tenth day we found the stream flowing past us as before, and there was no further interruption." Mariners are greatly puzzled by this phenomenon ever since the Chile earthquake.

F. R. Shield, who has been identified with the coal trade in New York city for the past four years, accepting a position at the close of the strike in 1902 with the Righter-Marshall Co., and has since the dissolution been connected with W. A. Marshall, left on Monday of this week for Onancock, Va., where he enters into the dry goods business with his uncle, R. L. Shield & Co. In order to tender Mr. Shield a token of the high regard in which has been held by his associates, it was decided to serve a surprise dinner before his departure. The party met on Saturday night of last week, at the Arena, Thirty-first street near Broadway, where every accommodation had been provided for to entertain the guest of the evening most royally. The feature of the occasion was the presentation of a beautiful gold scarf pin, mounted with an amethyst and surrounded by pearls. The evening was very pleasantly spent by those present, in partaking of the good things of life, enjoying the speeches and portraying a general feeling of good fellowship. Mr. Shield secures a permanent interest in a long established business through this connection, and gives greater promise for future prosperity than by his remaining in the coal trade.

At a conference of those at the head of the Anti-Smoke League, held in New York city several days ago, it was determined to enforce the law against the seventy odd cases of alleged violations of the smoke ordinance that are now on the calendar awaiting trial before the court of special sessions in October. The assistant corporation counsel having the matter in hand says the time has been set to try the cases about the middle of the month, but in the meantime effort is being made to reach the heads of the larger corporations, by the league, who have written several letters to Health Commissioner Darlington urging him to take such action in cases of the Edison Co., Fortieth street and East river, as will stop the nuisance, and remind him that engineers and firemen in the company's employ have frequently been arrested and fined though the evil has not been stopped. It is suggested that the same procedure be followed with the Edison Co. as was done in the case of the Long Island railroad president, who was summoned into court by the magistrates sitting on the cases. As to the question of the sufficiency of the law, it is shown that in all cases passed upon by the court of special sessions, was in favor of the people.



## The Testing of Coal.\*

By A. Bement, M. W. S. E.

(Continued from last issue.)

The behavior of coal under boilers is a problem very little understood, because it is the result of many variable influences, and for this reason it is often felt that the calorimetric test is unreliable, which, however, is not true, because the calorimeter does its work very accurately as far as the coal itself is concerned, its efficient utilization in service is influenced only by the amount and fusibility of the ash associated with it and the size of the pieces of the fuel.

It is well in this connection to direct attention to the fact that there is a feeling more or less prevalent, that coal from different localities or seams, may possess some undefinable peculiarity in its chemical combination, which causes it to behave differently under a boiler than it would in a calorimeter. Such conclusion is untenable, because the process is identical in each case, that of combination of oxygen with the carbon, hydrogen and sulphur of the coal, and this combination cannot be any different under the boiler than in the calorimeter, unless certain influences due to the peculiarity of the boiler apparatus and its manipulation assert themselves, and it is the disposition as far as the coal is concerned, to blame it for effects which are due to causes other than its chemical composition. It is well in this connection, to call attention to the fact that the heating power of the coal proper, or, in other words, the pure coal in Illinois, only ranges from 14,000 as a minimum, to 14,750 British thermal units as a maximum, and that about eighty per cent of the fuel produced ranges between 14,000 and 14,500 British thermal units per pound. Thus the enormous variation found in service under boilers as far as the amount of water evaporated per pound of coal is concerned, is mostly due to the characteristics of the apparatus, its manipulation, and to the size of the coal and the amount of ash associated with it.

Thus it is very clear that specifications or guarantees covering amount of evaporation per pound of fuel or per cent efficiency, are not only useless but troublesome to the purchaser and dealer.

The three approved tests may now be considered, and while in the above classification they are presented in the order of greatest importance, it will be convenient to change their arrangement.

### Pure Coal.

For better understanding, it is desirable to consider coal as the chemical combination of certain elements which are principally heat producing. The association of ash and moisture with these, results in an aggregation which may be designated as fuel, although generally called coal, which, from this standpoint, however, is not correct, because neither ash nor moisture produce heat. The expression, pure coal, is the equivalent of what has erroneously been called combustible, the pure coal containing all of the combustible matter, and some water of composition and nitrogen which are not combustible, but as these two ingredients are associated chemically with the combustible, the ultimate conception of coal is covered by this term, pure coal. Thus in the heating power determination, it is more to the point to base results on the pure coal than on any of the fuel mixtures, illustrated as follows: Let it be assumed that in one case the B. t. u. per pound of dry coal is 13,250, and in another 12,450, from which it would appear that the two lots of fuel were different, but if the percentage of ash content in each is known, and the first sample contained seven per cent and the latter twelve per cent, it appears that each sample has a pure B. t. u. of 14,250, or, in other words, that the coal is the same in each, there simply being more ash associated with it in one case than the other. Basing the heating power determination on pure coal has another very important advantage, as it enables one to judge of the accuracy

of analysis, because when the heating power and the source from which the coal comes is known, there is evidence indicating whether or not the analysis has been correctly performed, because, if it has not been, it will be shown by the B. t. u.

### Ash.

An important reason why ash should always be considered as a percentage of the dry coal instead of the moist fuel, is, that like the B. t. u. determination, unless it is placed on some common basis, proper comparison cannot be made on different lots of fuel; for example, in two samples, the moisture may be eight and thirteen per cent, and ash in the dry coal ten per cent in each, but expressed on the moist coal basis, it appears that one has 8.7 and the other 9.2 per cent of ash, and it would seem that one of the fuels contained more than the other. In this connection the fact should be borne in mind, that no one burns moist coal; the moisture is evaporated and passes away; in fact, dry coal is not burned, the ash remaining; it being the pure coal which enters into the process of making fire.

### Size of Coal.

As a general proposition, the value of fuel increases with the size of the pieces, so that a very fine "duff" is of little use, but as the pieces become larger, the actual value increases in a greater ratio than does the heating power, and this condition continues to egg size and lump. Thus smaller pieces containing the same amount of heat per pound as larger ones, are of less value than the larger coal.

The size of the pieces of coal exercise an important influence, not only on the capacity which may be produced by a boiler, but on the resulting efficiency, and the best size to be used in a given case is dependent upon many conditions, such as the strength of draft, kind of stoker or grates, method of firing, etc., and the selection of the proper size of fuel or the method of utilizing the available size, often affords an opportunity to effect important economies.

### Sampling.

One feature of the matter, referring especially to coal inspection service, is proper and reliable sampling. In very many cases the coal inspection service is rendered by a company, which, while acting as the purchaser's representative, is depended upon to furnish the seller with reliable reports concerning the composition of coal supplied. Under such conditions, it is absolutely necessary that not only shall the inspecting chemist be both competent and reliable, but that he shall be as fully responsible for the collection of the samples as he is for the analytical report, and it is also absolutely essential that the purchaser or his employees shall not be allowed to sample any coal or assist in the sampling, because under such conditions, the chemist may not know whether the report which he makes is correct or not, and it is well to emphasize the fact that the sampling is of as great importance as the analysis itself.

Referring to the branch of the subject before mentioned as that of research, there has been in operation for some years in St. Louis, what has been designated as a fuel testing plant, under the direction of the United States Geological Survey. Its principal published work so far, however, has been largely confined to "tests" under boilers, which have been thought to show the "real steaming value" of the fuel. The author's remarks above regarding testing coal under boilers, will refer to this branch of the work.

Probably the reference to coal in the plural has done much to cause confusion, because it has led people to believe that there are very many "kinds" of coal. For example, fuel from Herrin and Carterville in this state, would, according to this, be considered as different "coals," when, as a matter of fact, they are from the same seam, and

the most exact analytical tests so far made, do not indicate a difference. The amount of ash associated with the coal may or may not vary, but the coal is the same, and it is coal and not coals, otherwise, every mine would produce a different kind of coal, notwithstanding the fact that seams in Illinois sometimes run through an entire county without it being possible to detect any variation in the quality; therefore, the expression, kinds of coal, which has been used frequently in connection with coal testing work, should not only be better defined, but limited in its application to those cases where there is a real difference, which, as is well known, does exist; for example, it must be conceded that anthracite and bituminous are different kinds of coal, but the most liberal application to this coal basin would allow only two kinds, which are the block coal of Indiana, all the remainder being bituminous, the latter also including what is known as semi-block of Indiana.

The state of Illinois has made an appropriation covering cost of investigations to be conducted by the Engineering Experiment Station of the University of Illinois, and there is certain important work which it is hoped to be undertaken, having a bearing on the values of fuel, studies tending to define the laws controlling the influence due to the size when burned with some different kinds of stokers or grates, and similar studies to ascertain corresponding effect due to varying amounts of ash in coal, also degree of fusibility of such ash.

The recently established state geological survey will present by all means a very much better coal report than has so far been published by any state, and it will be a great help to the purchasers and producers of coal, if certain values as affecting heating power, ash and moisture are authoritatively presented. As before mentioned, the three essential items are heating power of the pure coal, percentage of ash in the dry coal, and moisture. The B. t. u. values would be the simplest of the three, as these results would apply to pure coal, and which is, no doubt, practically a constant for a particular locality of a seam, therefore, once determined, it will not be necessary to repeat tests. Establishing ash values would be a more difficult matter, because it would not only involve ash in seams as the coal lies in the ground, but the various grades of fuel shipped from those seams. Ash, however, at the mine, would be the same in quantity as when received by the consumer. Securing moisture values would be a far more complicated problem, because of greater variation due to temperature, weather conditions and time in transit. For these reasons, it is difficult to arrive at any conclusion regarding the amount of work which may be justified in the establishment of such values. Some idea of the complication may be illustrated; for example—the washed and sized coal shipped so extensively from Williamson county has a characteristic moisture content due to the difference in the size of the pieces, the larger ones being drier, and these moisture contents vary over wide ranges between summer and winter, and also according to the length of haul; thus at least average moisture values would be needed for each size at the city where the coal was received.

A recent expression which has come into use, is that of "air-dried coal," which is based upon allowing the sample to become dried in the open air of the laboratory, the idea being that this shows the fuel as it would reach the customer. No standard conditions, however, appear to be employed in this air-drying, and if there were, the values obtained thereby do not indicate the amount of moisture in coal when it reaches the consumer. Some samples of air-drying on Illinois coal have shown the moisture as being between five and six per cent, when as a matter of fact, the same coal is never received with less than seven, and in the winter time it is very much more. This moisture value should be abandoned, as it serves no useful purpose, tending only to increase existing confusion and misunderstanding.

\*A paper read before the Western Society of Engineers, on October third, 1906.



**Western Coal and Coke Notes.****New Western Enterprises.**

The Tilton Coal Co., Danville, Ill., has been incorporated by J. R. Russell, W. R. Russell and Louis Klein. The capital stock of the company is \$10,000.

A company has been organized at Atchison, Kas., with a capital stock of \$10,000, divided into shares of twenty-five dollars each, to operate the Atchison coal mine on a one-year lease. Charles A. Peet is at the head of the movement.

Articles of incorporation have been filed at Cincinnati, Iowa, by the Armstrong Coal Co., showing a capital stock of \$20,000. The incorporators are Ben Weymouth, Charles Harrison, Robert English, Andrew M. Ross and T. A. Johnson.

The Lily Hume Smokeless Coal Co. has been incorporated at Blue Jay, Raleigh county, Ohio, with a capital stock of \$25,000 and will begin operations within a very short time. The incorporators are P. E. Lily, I. Meadows, C. L. Goodwin and P. P. Griffin.

**General Western Coal and Coke Notes.**

While driving a well on the Lester Smith farm, Reading, Mich., an eighteen-inch vein of bituminous coal of good quality was struck.

Henry Lavers, chief engineer of the Superior Coal Co., Wellston, Ohio, has severed his connection with that company to accept the superintendency of a coal mine at Payntersville, Ky.

The Spot Cash coal mine at Paris, Ark., has been sold to the Wichita Coal & Material Co., Wichita, Kas., the consideration being \$7,500. The mine was formerly owned by Johns Bros. & Deen.

The announcement has been authorized that coal bunkers will be built in connection with the big dock which the Great Northern railway is building at Everett, Wash., for the oriental trade.

Eighty miners employed by the Massillon Coal Co., Massillon, Ohio, are on a strike because of a difference over the pay to be received for digging a vein which contains more than the usual amount of dirt.

A nine-foot vein of coal has been discovered on the property of the Colorado Fuel & Iron Co., Trinidad, Colo., on which development work has been pushed for the past several months. The coal is said to be of superior quality.

Negotiations for the sale of \$1,000,000 worth of bonds of the Harrisburg & Ohio River railroad have been started in Chicago. The line, when completed, will give an entirely new route for the transportation of coal to Chicago.

The offices of the Zanesville Coal Co. are to be moved from the Masonic Temple, Zanesville, Ohio, to the Crooksville Bank building, in Crooksville. The new quarters have been leased and the change will be made within the next ten days.

The railroad from Thayer station, Idaho, to the new coal camp at Reliance, Sweetwater county, has been completed and the work of establishing a mining town is in full progress. Buildings are being constructed and mining machinery installed.

An attempt to settle the Koontz coal mine strike, which has been in progress at Wheeling, W. Va., since the first of April, has failed, the operators refusing to accept an offer of the miners to return to work on the sixty-six-cent scale.

**Eastern Coal and Coke Notes.****New Eastern Enterprises.**

The Waldensia Coal & Coke Co. has been chartered under the laws of Kentucky at Nashville, Tenn., with a capital stock of \$50,000.

The Atlas Coal Co. has been incorporated at New York, N. Y., with a capital stock of \$10,000. The incorporators are A. G. Benson, J. Denaley and H. S. Smith.

The Phoebus Ice & Coal Co. has been incorporated at Phoebus, Va., with a capital stock of \$50,000. An extensive ice plant is to be erected in the near future.

Articles of incorporation have been filed by the Lantana Midland Coal & Coke Co., Portland, Maine, showing a capital stock of \$750,000. The incorporators and officers of the company are M.

W. Baldwin, president and clerk, and C. E. Eaton, treasurer.

The Indiana Gas & Electric Co. has been incorporated at No. 419 Market street, Camden, N. J., to manufacture gas and coke. The capital stock of the company is five million dollars and the incorporators are W. E. Hutchinson, Robert H. Adams and Charles A. Meeker.

**General Eastern Coal and Coke Notes.**

E. F. Huston, of Dawson, Pa., has sold to the Rainey heirs eighteen acres of valuable coal land near Vanderbilt for \$25,000.

S. C. McManus, formerly general superintendent of the Southern railroad, resigned that position on October first to embark in the coal business at Knoxville, Tenn.

Over one hundred men employed on the construction of a hundred ovens for the Bessemer Coal Co., Washington, Pa., are on a strike, claiming that the company has held back three days' pay.

A contract has been awarded for the construction of a tunnel to drain the Pennsylvania collieries in the vicinity of Pittston. The tunnel will be nearly a mile in length and will cost \$100,000.

The Norfolk Cold Storage & Ice Co. has entered suit in the United States court for the refunding of overcharges in the matter of freight rates on coal from its mines in West Virginia and Virginia to Norfolk.

The Reliance Coal Co., Wilkesbarre, Pa., has brought suit against the Pennsylvania Coal Co., of the same city for \$450,000 damages, alleging that the defendant mined coal from lands which belonged to the Reliance company.

A good paying vein of coal, about sixty feet below the surface, has been discovered on the property of the Susquehanna Coal Co., Micanqua, Pa. A number of drills are being worked to ascertain the quantity of the coal.

The King Edward breaker, which is being erected by the Erie railroad at Pittston, Pa., at a cost of hundred of thousands of dollars, is rapidly nearing completion and will be the largest structure of its kind in northeastern Pennsylvania.

The plant of the Juniata Coal & Coke Co., Juniataville, Pa., was destroyed by fire a few days ago, the loss being placed at \$30,000, partly covered by insurance. The fire originated in the engine room from an unknown cause. Two hundred and fifty men are thrown out of employment.

The Ellsworth Coal Co. has staked off ground at Ellsworth, Pa., upon which to erect two hundred additional coke ovens. A new washer for the coke plant was completed about a week ago, this additional facility permitting the company to place a greater amount of its product on the market.

Since the foreclosure of the Mt. Carmel & Natalie Railroad Company to the Natalie Anthracite Co., Milton, Pa., for \$10,000, officials of the latter company state that the colliery will soon be reopened. The mine has been idle for the past two years, on account of a dispute between the stockholders.

The situation at the Charleroi Coal Co.'s mines, Charleroi, Pa., is becoming more serious. A party of striking miners opened fire a few days ago on the deputies who are on guard at the mines, but no fatalities occurred. A red flag was also unfurled by the strikers and carried through the streets of the town.

J. L. Whitney, of the Pittsburgh Coal Co., together with a party of New York capitalists, has obtained possession of 10,000 acres of valuable mining land in Santo Domingo. A company is to be organized at Louisville, capitalized at \$64,000,000, of which \$46,000,000 is to be retained by Whitney and his associates.

As a result of the explosion which recently occurred in the West Fork mines of the Pocahontas Collieries Co., Pocahontas, W. Va., nineteen are known to be dead and from thirty to forty men are entombed and doubtless all dead. The officers of the company have ordered a carload of coffins and burial supplies, and these are now being rushed to Bluefield.

The Lehigh Coal & Navigation Co. has for some time been considering the feasibility of substituting electrical power for horses and mules

in hauling its boats through the canal from Mauch Chunk to Bristol, Pa., and a few days ago a test was made, which was considered successful. One of the company's largest motor cars pulled four boats heavily loaded with coal, a distance of four miles in one hour.

A bill of equity has been filed by the Monongahela River Consolidated Coal & Coke Co., Pittsburgh, Pa., against the West Side Belt Line railway and the Pittsburgh & Lake Erie Railroad Co., asking for an injunction restraining the defendants from tearing down a retention wall along the Ohio river at the coal company's docks. The coal company claims that the wall is necessary to keep the river from overflowing at high water.

**Southern Coal and Coke Notes**

The Standard Splint Gas Coal Co., Standard, Ky., has increased the amount of its capital stock from \$50,000 to \$100,000.

C. E. Conway, Fairmont, W. Va., has purchased four thousand acres of coal land in Harrison county, W. Va., for a syndicate of Pennsylvania capitalists.

R. H. Maxwell, Huntington, W. Va., has purchased one hundred acres of coal and timber land in Raleigh county, W. Va., which he will probably develop in the near future.

The Cotton Evans Coal Co. has been incorporated with a capital stock of \$300,000, all paid up, at Dardanelle, Ark. The incorporators of the company are Thomas L. Evans, W. D. Cotton and W. E. Cotton.

Contracts have been let for the construction of the Deepwater & Tidewater railroad, which is to be constructed from New York and the Pocahontas coal fields to Norfolk, a distance of 445 miles. The road, when completed, will cost \$50,000,000.

Operators of Alabama state that development in their fields was never more active than at the present time. In addition to the steady operations of all the old mines, new ones are being opened up as fast as men can be secured to do the work.

It has been decided by stockholders of the Columbus & Anniston railroad to extend that road through Calhoun and St. Clair counties, Ala., to the Coosa coal fields. This extension will give Anniston an additional advantage of great value in the matter of cheap fuel.

The Sloss-Sheffield Steel & Iron Co., Birmingham, Ala., has reopened its old Cardiff mines near Brookside. These mines have been idle for about two years, but are now running full blast, a large number of miners having been recruited from the ranks of the strikers.

The management of the Semet-Solvay Process Co., Wheeling, W. Va., has had a new coke sifter constructed in the north yards of the Riverside Mill Co. just below Forty-eighth street. In the future all fine dirt will be sifted from the fuel before it is taken to the blast furnaces.

T. C. Culverhouse, until a few months ago general superintendent of mines for the Sloss-Sheffield Steel & Iron Co., has been elected vice-president and general manager of the Yolande Coal & Coke Co., Birmingham, Ala. This action was taken at a recent meeting of the directors of the company.

George Muchmore, Summit, N. J., has sold his coal business at that city to a party composed of southern lumber men, and is making arrangements to start a wholesale lumber business at New York. E. G. Hotchkiss, his former secretary, will act as general manager of the new company.

Forty thousand dollars' worth of anthracite coal was lost off Nine-Mile Point, near New Orleans, La., when eight coal boats were sunk by being filled with water during a storm a few days ago. Jung & Sons Coal Co. were the principal losers, five of the eight boats destroyed belonging to them.

The largest land deal ever made in southeastern Kentucky was consummated a few days ago when C. S. Neal, general manager of the North Jellico Coal Co., of Gray, Ky., purchased from A. J. Asher, of Pineville, Ky., five thousand acres of coal and timber land on Straight Creek. The consideration paid was \$150,000.



# Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND.

PITTSBURG, October 11.

There is virtually no market in the coal and coke trade in Pittsburg, in the strict commercial interpretation of the term "market." Prices ruling at the present time are almost a misnomer. The whole trade proposition narrows down to a case of "give and take." The buyer says, "How much?" The seller says, "How much?" It is largely a case of who is the shrewdest manipulator of the case at hand.

The present state of affairs in the Pittsburg district is one of extreme prosperity; by this we mean an immense era of business activity. This latter term puts the state of affairs in a better light than the use of the word "prosperity." The writer has asked the question several times from the coal and coke producers here, thus: "As you are so busy the inference is that you are making lots of money." The invariable reply to this form of question is, "Go slow along that line. A plethora of orders does not argue nor prove an increase in profits." And this suggests another phase of the situation in the Pittsburg district: there are many orders being filled every day here that were placed in the past, the filling of which does not prove an increase in profits.

Nevertheless in the face of these various phases of the situation, the fact remains true, that the coal and coke producers in this district are busy; more so than they have been for years, and orders are rolling in in such volume that it is almost impossible to take care of them.

It is an impossibility for any sane person to size up the situation that exists at the present time; five years ago the railroads entering into Pittsburg were amply able to receive and deliver promptly all the stuff offered to them for transportation; today the same railroads are not able to deliver a bare forty per cent of the goods, principally coal, that are offered to them.

This statement is made guardedly, and on the authority of one of the big shippers of coal by rail at Pittsburg, who advises us that at the present time it is impossible to ship more than forty per cent of the amount of coal mined, because the company can not get a sufficient amount of cars from the railroad companies to forward their product. Until such a time that the railroad companies are able to handle the immense tonnage of coal and coke that is offered to them, and deliver the same promptly, the coal and coke producers of the Pittsburg section will be handicapped, and placed in a position in which their trade will be menaced by their competitors.

The car supply is getting to be a very serious matter in the Pittsburg section, and many and varied are the phases of the question that are made public regarding it.

In this connection it is pertinent to note a criticism made by a prominent coal shipper, who says: "The coke producers are being favored above the coal people," and "we have statistics to prove our assertion"; "during the first half of 1904 the tonnage of coke, sent from the Connellsville region was 6,346,190 tons, requiring 332,669 cars to move this great output; for the same period of 1906 the total tonnage of coke was 9,661,959 tons, which needed 501,573 cars to handle it; from 1904 to 1906, or two years, the increased tonnage for the first half of the year was 3,315,769 tons, and the cars necessary to handle this great increase was 501,573, or 168,904 more cars to take care of the coke shipments for the first half of 1906 than were necessary the carry forward the coke shipments for the same period of 1904." "Is it any wonder that we are short of cars?"

In connection with, and pertinent to the figures just given it is interesting to note the fact that a prominent coal operator made the charge to your correspondent that "the coke people stood in with the railroads; and, that the 'Frick' crowd could get anything they wanted from the railroad combination."

The river interests among the coal shippers are active, and are bound to keep themselves before the public. Constant hammering at subjects that are of vital importance to the river coal operator keeps their interests before the people, and cannot fail to be of benefit to them.

The present local status of the coal trade is set forth in our note column in detail; it is a matter of disappointment to the river coal shipper that the streams necessary to carry hence their product failed to rise high enough to enable more than a small shipment of coal to southern ports. The upper harbors here are crowded with loaded craft, awaiting a sufficient water stage to enable them to get away.

As regards prices at this port, of coal and coke, there is no desire on the part of the producers of these products, and we can safely say on the part of brokers, to juggle with what are the bed rock, ruling and "safe and sane" figures governing the market. Run of mine coal is in good demand, and is strong at \$1.15@1.40 per ton f. o. b. the mines; three-quarter inch remains without change from last week's prices, viz.: \$1.25@1.35 per ton f. o. b. the mine; lump, coal is stronger, and is selling for \$1.50@1.65 per ton f. o. b. the mines, while slack is quoted at 85@90c per ton f. o. b. the mine. These prices are the ruling ones in the Pittsburg market today, but it is noted in this connection that the principal producers are in a negative mood, and are not seeking orders at these quotations.

The coke market continues strong, and prices show an advance over last week. Furnace coke is selling for \$3@3.20 per ton f. o. b. the ovens, which is virtually the same prices as ruled last week. Foundry grade is higher, and is bringing \$3.75@3.85 per ton f. o. b. the ovens. As is the case with coal shipments, so is it with coke, shipments are deterred on account of the shortage of cars, and consequently producers hold on to top-notch figures for their product.

The retail and coal trade in both coal and coke shows but little change since last week. The general aspect of this branch of the business, however, deserves more than a brief notice. For a number of weeks the principal concerns handling coal and coke at retail have been considering the advisability of putting up prices, but have held off, awaiting the proper time to arrive in the wholesale or jobber's market, which time, they say, may never arrive. Consequently, on October fifteenth there will be made an advance by all dealers in coal and coke, at retail, in Pittsburg, of at least one-half cent per bushel.

The outlook for business for the future in the coal and coke industry is good. As regards prices, a remark of one of the largest independent producers of coke is pertinent, who said: "We don't want higher prices on coke. We are perfectly satisfied with the ruling prices of today, and think that it would be unwise to push the present figures upward."

This statement is a good commentary on the state of affairs in the Pittsburg district at present. It is not a question of price here; the question of the hour is, and the crying demand is also: "Give us cars!" "Give us men!"

## GENERAL AND PERSONAL NOTES.

J. L. Grace, general manager of the Pittsburg-Buffalo Company, is back

at his desk at Pittsburg, after an absence of several days.

The river coal men are on the anxious seat, hoping that the rains of the last twenty-four hours will bring the river up to a boating stage.

W. G. Coyle, a former Pittsburger, and C. N. Espy, of New Orleans, who have been sojourning in Pittsburg for some days, have returned to their homes in the southern city.

The Bessemer & Lake Erie railroad has just placed an order with the Pittsburg plant of the American Locomotive Works for six new freight locomotives. An order has also been placed for 500 gondola coal cars.

The Old Colony Coal & Coke Company report that they are busy at both ends, at their offices in the city and at their mines at Ligonier, Pa., and Moundsville, W. Va. This company is one of the new enterprises in the field, and since their beginning operations have grown until at present they rank among the large and hustling producers.

The Pittsburg-Buffalo Company, which sustains branch offices in many of the principal cities of the country, reports that they are unusually busy and that the outlook is for a much larger fall trade than they have experienced for many years. They also say that they are meeting with much success in their efforts to launch on the market their "smokeless coal."

It requires a nine-foot stage of water in the Pittsburg harbor to enable coal barges to get away. At present the record at Davis Island dam is six feet, but both the tributary streams, the Allegheny and the Monongahela are slowly rising and it is earnestly hoped that the old "Monarch," the Ohio, will get busy and enable the coal men to send over their heavy tows.

Branch lines leading from the Buffalo, Rochester & Pittsburg railroad to the coal fields between Pittsburg and Buffalo are being surveyed, and

will shortly be made a part of that system. There are about a dozen such lines that have outside persons interested as stockholders. The majority are small roads, while others are important coal carrying roads. The Buffalo, Rochester & Pittsburg is also arranging for the construction of many additional lines, the majority of them being in Indiana county, where many thousands of dollars are being spent for new trackage, and for the development of coal lands.

The estimated production of coke at Connellsville during the first thirty-five weeks of 1906 amounted to 9,661,959 tons, compared with 8,728,795 tons for the corresponding period in 1905, and 6,346,190 tons in 1904. The cars required to handle the current year's business numbered 501,573, of which 160,543 were destined to Pittsburg, 276,673 to points west of Pittsburg, and 64,357 to points east of Connellsville. The movement for the first thirty-five weeks of 1905 was handled by 460,203 cars, and in 1904 by 322,669 cars. During the week ending September 1, 1906, 21,759 ovens were in active operation, while 1,599 were idle.

## Richards Coal Mining Co.

Frick Annex PITTSBURG, PA.



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## The Hocking Valley Trade

COLUMBUS, OHIO, October 13.—(Special Correspondence).—Without the usual premonitory frosts this territory has been treated to a real borean blast, while the leaves are still green on the trees. A sudden drop of the thermometer on Wednesday to below the freezing point has had the effect of swelling the coal men's mails with hurry-up orders from country dealers. Some of the large operators report that they are from 300 to 400 tons behind on current business, and would seem that nothing less than a good stretch of mild autumn weather intervening between this and the scheduled time for winter to actually set in will prevent a demand for coal amounting to almost a panic. Addresses from Chicago are to the effect that a premium of 10c a ton is already being offered on Hocking domestic, which marks the first instance in which an advance over circular price has been realized since last fall. It has been predicted that an increase from \$1.75 to \$2.00 will be announced on next Monday, the 15th inst., but no definite information is available on this point. There is a wide difference of opinion as to the policy of a further advance, as the present circular has been in effect only two weeks. For the purpose of the moral influence with the consuming public, which is inclined to regard such actions as arbitrary, it is thought best by the more conservative to maintain the present circular until November 1, at least, and to possibly allow it to remain undisturbed throughout the season, operators depending upon premiums for their rewards. The agitation in favor of an advance appears to come more largely from jobbers, whose commissions could be enhanced. Whatever action is taken the opinion prevails that from now on until the natural mid-winter slump it will be a sellers' rather than a buyers' market.

Inquiries are being received from many sources for steam and lake coal on those having contracts to complete, jobbers and others being alarmed over the growing car shortage. The latter is now placed at as low as forty per cent below demand, with the situation rapidly growing worse. Some little relief is expected from the recent action of the Pere Marquette, the Baltimore & Ohio and one or two other railways in reconsidering their refusal to accept any cars not equipped with air. Much complaint is heard of the failure of connecting lines to deliver empties, the situation in this regard being much worse than normal for this time of year, owing to the extraordinary stop movements.

In local territory natural gas is a more aggressive rival to coal than at any time since its introduction. Many new towns throughout the state have been piped during the past year, such enterprises being stimulated by the continued development of new gas fields. Factories, as well as domestic consumers, have been connected up with this fuel in considerable numbers. The effect is felt directly by operators as well as by retailers. Even in cases where economy is not promoted in any great degree there appears to be a satisfaction in getting even with the coal man. In the matter of fuel supply for the state capitol building, bids for coal were recently turned down, under plea that their uniformity savored of a combination

and a contract has been entered into with a local natural gas concern. The pipes are now in process of being laid to the grounds. The lowest coal bid was \$2.24 per ton.

### GENERAL AND PERSONAL NOTES.

J. P. Cumminskey, of Detroit, was in town early in the week.

H. H. Heiner, vice-president of the Sunday Creek Co., is in Detroit.

C. C. Smith, representing the S. C. Schenck Co., Chicago, was in town on Tuesday.

M. M. Morrow, of the Lehigh Valley Coal Co., spent last Sunday in Columbus.

W. J. Scully, of Detroit, was in town this week looking over Hocking Valley conditions.

E. M. Mancourt, of the Fairmont Coal Co., Detroit, was among the week's visitors in the city.

President Kachelmacher, of the Columbus & Hocking Coal & Iron Co., is in New York city.

W. H. Howe, of the Bedford Coal & Coke Co., Chicago, was calling upon local operators this week.

The Washington Fuel Co. is sending out to its customers a handsome souvenir in the form of a coal block.

C. F. Mayer, corresponding secretary of the Sunday Creek Co., is confined to his home with throat trouble.

E. B. Hughes, manager of the Washington Fuel Co., has returned from a trip of inspection of the company's properties in the valley.

E. H. Howe, of Findlay, Ohio, was in Columbus this week, on his way home from a visit to the Tug and Deep Water fields of West Virginia.

W. J. Hamilton, vice-president of the Hamilton Coal Co., is being congratulated over a visit of the stork to his household on the third inst., which left him a present of a twelve-pound daughter.

The Columbus retail coal trade is feeling the stimulus of the first touch of winter, and the market is stronger than at any time this season, prices ranging from \$3.25 to \$3.50, as against \$2.75 and \$3.00 for the same period last year.

The court has rejected the bid of \$20,000 for the McLeish Coal Co.'s mine at Gloucester, Ohio, which is in the hands of R. C. Wharton as receiver, and the property will be offered for sale at the door of the court house on the twenty-seventh inst.

In a suit brought by the Harrisburgh & Steelton Coal Co. against the W. J. Hamilton Co. to recover an amount held out by the latter on a shipment of coal which did not conform to agreement, the Hamilton Co. has been awarded its full claim in the common pleas court on a reversed decision from a justice court.

Financial troubles of the Sedalia Coal Co., owned by J. Will Smith, of Pana, Ill., and located at Gloucester, led to a receiver being appointed for the concern on the third inst., in the

person of W. J. Hamilton, of the Hamilton Coal Co., this city. His appointment has not yet been confirmed by the court. Action was taken on application of C. M. Clark, a merchant of Gloucester, one of the creditors of the company. The output of the mine has been handled for some time past by the Hamilton Co.

The case of the Ohio Shippers' Association against the railroads on the demurrage question, which limits the time of free unloading of coal to forty-eight hours, comes up for hearing before the State Railway Commission next week. Both sides to the controversy have taken large numbers of depositions and the facts and figures that will be submitted are expected to be very voluminous. The arguments will be presented by able counsel on both sides. A decision in favor of the shippers, restoring the free limit to ninety-six hours, would result in saving, it is claimed, of thousands of dollars to the retail coal men of the state, but the railroads profess to be able to show that the sentiment in favor of going back to the old order of things is far from being unanimous.

Much interest centers in the prospective action of the Ohio Wholesale and Retail Coal Dealers' Association to secure improved delivery rights. This is not to be based on any new legislation, but on existing laws. The whole question from the shippers' standpoint is being carefully gone over, with a view to mapping out the most effective plan for bringing about the desired reforms. Ohio, with the possible exception of Nebraska, is the only state in the Union, it is asserted, which requires that a bill of lading shall accompany a car of coal. Under the statutes a consignee by weighing coal upon its receipt and making affidavit to the amount of shortage has legal recourse with the railroad. If the latter fails to make satisfactory adjustment the consignee may have his claim prosecuted by the State Railway Commission. It is hoped to have the whole question of shortage reduced to this system and do away with the custom of underweighing, which now prevails and which it is claimed, works many injustices.

Should you be in the market for Kanawha Splint and Gas or New River Pocahontas Smokeless Coals just drop the hint to the

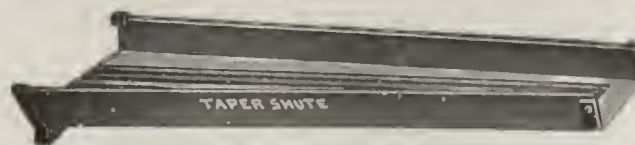
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**General Retail Notes.**

The retail coal business of Viemont Bros., Peoria, Ill., has been sold to H. B. Neff, of that city, the consideration being \$5,550.

Adam Schroeder has purchased the retail coal and wood business of A. Frame, Reading, Pa., and will take possession immediately.

Retail coal dealers of Columbus, Ohio, are anxiously awaiting the action of the operators in regard to an increase in quotations at the mines.

Charles M. Fisher, Mason City, Iowa, has leased the coal yard of C. A. Cole, located on West Fifth street, that city, and will take possession immediately.

William E. Tyson, Bellefontaine, Ohio, has purchased the retail coal business of J. W. Gardner on Logan avenue. He

will continue the business at the same stand.

Owing to the good work of the Retail Coal Dealers' Correct Weights Association, Kansas City, Mo., the number of short weights sold in that city is very small.

Retail dealers of Salt Lake City, Utah, report that owing to the increased consumption of the railroads they have been unable to secure any coal for the past sixty days.

L. D. Lampman, who has been connected with the coal industry at Columbus, Ohio, for the past several years, has sold his properties to a syndicate of Toledo and Detroit capitalists.

W. A. Corcoran, Rock Island, Ill., is making arrangements for opening a retail coal and wood yard and is now

erecting the necessary sheds on the property which he owns at Fourth and Fifth avenues.

The retail coal dealers of Cohoes, N. Y., have made an advance of twenty-five cents per ton on all grades of coal. A new departure, however, is the discount of that amount on each ton, if the coal is paid for in cash.

The county board of Polk county, Minn., is advertising for bids on a car load of Hocking Valley coal delivered at the court house in Crookston. The right to reject any and all bids is reserved by the board.

The Brown-Hosea Coal Co. has brought suit against the Highland Rim Mining Company, of Hamilton county, Ohio, for the recovery of \$2,150 damages for an alleged breach of contract to furnish coal at a stipulated price.

Shortly after the contract was entered into the price of coal was advanced, and the defendant, it is alleged, refused to deliver at the price contracted.

The Maryland Coal & Coke Co. has brought suit against Jos. McCaldin, of New York, owner of the steamer Lassell, to recover \$771.40 alleged to be due for furnishing the steamer with 266 tons of coal in March, 1906.

Charles K. Coutant, of the firm of Coutant & Squires, Omaha, Neb., in defending the price asked by retailers for anthracite coal, says that considering the distance from the mines, the long railroad haul, the amount of freight to be paid, the amount of money per ton required to handle the business, there is not a city in the United States where the percentage of profit on anthracite coal is less than in Omaha.

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1112 Prudential Bldg., Buffalo, N. Y.

F. N. PEASE, Southwestern Sales Agent,  
215 Dearborn Street, Chicago, Ill.



# THE BLACK DIAMOND

VOL. 37. No 16. ★★★

CHICAGO  
CINCINNATI

OCTOBER 20, 1906.

NEW YORK  
PITTSBURG

\$3.00 PER YEAR.

## General Review of the Markets.

The monarch of the aerial regions is very careless this season of the year. He is just as liable to pull the switch transporting us into the frigid zone as to the belt of calms. The fall cloudiness, autumn rains, and disturbances of temperature varying all the way from vicious lightning to sudden winter storms, will soon bring to the consciousness of the housewife that a fire in the grate will be constantly needed soon. The cold spell last week had a plenary effect and tended to clean up the yards of retailers and stimulate business in general. Another visit of the snow storm will be followed by inspection of empty coal bins by a large number of consumers who will at once make urgent demands upon dealers for immediate supplies of coal. The feature of the week is the scarcity of Hocking and West Virginia coals occasioned by excessive car shortage. The demand has been so great that the prices on Hocking especially, and almost all grades of eastern coals, has been advanced twenty-five cents. Hocking lump is bringing today two dollars f. o. b. the mine. Last year at this time the price was \$1.50. The amount of Hocking at the docks is almost "nil," in fact there really is no market for this product, since there is very little available coal to fill orders. Transportation facilities in the Hocking valley and throughout the West Virginia district are by far more inadequate than at any time in years.

### Transportation Problem.

Although the subject of car shortage seems to be worn threadbare, yet it is without doubt the most potent force affecting the stability of the coal market. It is asserted that the Pennsylvania railroad lacks over thirty-five thousand freight cars to satisfactorily handle the freight offered for shipment. The car supply companies are several months behind in their orders, and although about twelve thousand cars are promised the railroads for Pennsylvania and West Virginia coal districts in the near future, yet they will not be received in time to relieve the present critical situation. Thousands of cars have been rejected on account of the ruling of the interstate commerce commission that seventy-five per cent of the cars on all freight trains must be equipped with air brakes. When navigation closes it is obvious that many of the railroads will be blockaded. An instance comes to our attention from the west to the effect that one dealer ordered fifteen cars of coal from a mining company on September tenth and has not received any of his coal yet. The operators claim they had to shut down two-thirds of the time because cars could not be secured to haul the product.

### Demand for Coal Greatly Accentuated.

The commercial organism of the country demands a constantly increasing amount of coal annually. None of the great industries can be independent of fuel, the source of motive power. As the country grows more prosperous from year to year the demand for coal naturally increases. Statistics show that the increased production of coal in this country, the leading producer of coal in the world, is  $6\frac{3}{4}$  per cent, while the increase in the manufacture of merchandise requiring transportation and consumption by the increasing population has been over ninety-nine per cent. It therefore appears that the ratio of increased demand is greater than the percentage of supply.

### Western Coal Market Firm.

There has been a slight improvement in the market this week, on account of the seasonable weather. Prices on western coals have not made any perceptible advance. Dock business has been active and all rail trade has suffered greatly from the lack of cars. It is reported that Lake Superior docks are not suffering so much on account of car shortage. Orders are being filled with average promptness. Many dealers in the west and northwest are waiting for the new schedule of freight rates to go into effect. When the large grain movement begins about November first it is predicted that the car shortage will be more acute than at any time this fall. The railroads throughout the west and northwest have not sufficient rolling stock to take care of the increased production. Consequently a great congestion of freight will no doubt be the inevitable result. The demand

for coal in the southwestern districts is very heavy and it is reported that there is no slack coal to be secured. The mines are working only part of the time on account of car shortage, which is more serious than in previous years. Retailers have more orders than they can handle. The railroad demand for coal is excessive. It is reported from Memphis district that trade is very strong. Car shortage on the 'Frisco & Southern is much worse than on the Illinois Central and Louisville & Nashville roads. The mines on the Illinois Central are working only about two days a week. These conditions produce an upward trend of prices and steam coals have advanced from ten to fifteen cents a ton. It is predicted that prices throughout the south will go higher than they have been at any time for the past ten years. Prices throughout Tennessee, Georgia, and the Carolinas are at present very high. Business in the Nashville district is brisk, local firms enlarging yards and wholesale trade very active.

### Eastern Coals Scarce.

The transportation facilities in the Pittsburg and Ohio districts as well as in the West Virginia region are growing more inadequate every day. During the last week it has been almost impossible to get any Hocking or West Virginia splint coal into this market. It is reported that there are some labor troubles in sight in the Pittsburg field. Coal and coke business is very active and the tonnage much greater than during the past month. Several thousand families in Pittsburg were recently compelled to eat cold breakfasts on account of the insufficient supply of natural gas. Many are returning to the use of coal. Throughout the Ohio valley many plants have discarded the use of natural gas, which means that thousands of tons of coal will be needed in the future. The price of coal and coke throughout the eastern Pennsylvania districts are soaring higher and higher. Operators are refusing orders and others are making contracts for next year. The coke market shows a decided advance. The number of box cars required for the transportation of coke is much below the average supply. It is interesting to know in this connection that the coke and coal stocks of the leading corporations are very active, which is a good sign if the financial jugglers have interpreted the future correctly.

The anthracite trade in the New York district is greatly improved. The tonnage on the main lines and all rail business throughout New England is reported much better than last week. Western shipments, however, are reduced, due to freight congestion. The scarcity of steam coals is very pronounced. It is asserted that the amount on hand represents only twenty-five per cent of the quantity usually carried in stock. As the demand is constantly increasing it follows that there is likely to be a scarcity of this class of fuel later on. Rice coal is very active and shippers are far behind in filling their orders and many have refused to accept further obligations. Tide water shipments show improvements along the sound ports and the demand is much stronger than last week. Atlantic seaboard tonnage has not increased. The demand is nearly up to the car supply. Contracts at shoal water ports are being closed up as promptly as possible. Export trade is not active owing to increased ocean freight rates. The harbor trade is quiet and the supply is somewhat greater than the demand. New York, like Chicago, is the dumping ground for any coal which is not needed for immediate consumption. The car service on the Pennsylvania railroad is much better than during the past few weeks.

A critical survey of the market in general shows that it is much stronger than last week. The prices are gradually advancing, the demand is quickly catching up with the supply, and as soon as severe cold weather sets in it will be almost impossible to secure coal promptly. There are thousands of empty coal bins in the homes of consumers. The winter demand for coal is just as certain as life itself. Dealers are making a great mistake in waiting until the telephone rings before ordering a sufficient quantity of coal to supply their trade. Old Sol has been holding his last farewell and will soon go south with the birds.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, October 20.

The coal trade this week has been too busy to smile. The chilliness a few days ago brought in an avalanche of orders, which have kept everyone hustling. The mellow weather this week, however, has somewhat retarded business but not sufficient to make it generally perceptible to the trade. The market for eastern coals is particularly strong. An increase in price of about twenty-five cents predominates. The western products, however, are not characterized by the same degree of activity. It has been asserted that the quotations this year are about two weeks ahead of the prices last year at this time. The principal reason for the increase of course is due to the car shortage which has not generally improved during the week. Salesmen from the western and northwestern territory state that retailers are more backward this year than ever before in placing orders for winter supplies. The weakest point on the market is on screenings but the prices received, however, are somewhat better than during the last two weeks.

Hocking coal is especially scarce. It is almost impossible to secure a sufficient amount to fill current demand. There is also a great scarcity of gas coals. Conservatives claim, however, that the price of Hocking is too high to be maintained. When navigation closes, no doubt, the price will fall. Other coals of a similar grade are already coming in to take the place. It is reported that a large number of cars of Massillon coal is now being sold here. However this coal will not greatly affect the demand for Hocking since the producers of the Massillon have already all the orders they can fill. Dock companies are receiving a large number of orders by mail showing great current demand which undoubtedly will be followed by unusual activity as soon as the weather grows cooler.

#### Anthracite Market Very Firm.

The lack of a sufficient number of cars to promptly deliver coal on orders is the only criticism of the trade this week. Operators claim to have more orders than they can fill. The all-rail trade is, of course, suffering more from car shortage than dock business. The greatest scarcity of cars is at the mines. The Reading company is shipping out from fifteen hundred to seventeen hundred cars a day. Very little of this coal is being stored, as it is needed to supply current demand. The little spurt of cold weather last week had a salutary effect on the market. It tended to spread out the orders. If cold weather had continued it would not have been possible for operators to take care of the avalanche of orders which would have naturally followed. The temporary demand occasioned by the cold wave has had a good effect in clearing up many of the yards of retail dealers, thus inducing them to place their orders earlier.

#### Transportation Not Improving.

Almost every one has now practically abandoned the hope that transportation facilities will be adequate to meet the present and future demands of the trade. There is not only a scarcity of cars, but there is so much freight congestion, that in some cases freight is moving only ten or fifteen miles a day. The railroad officials admit that they have not sufficient trackage and equipment, and although large orders for cars have been placed with car supply companies, yet several months will elapse before it will be possible to secure the cars for service. One railroad reports that it has just received about a thousand cars on a contract placed nearly a year ago. It would appear from the reports that some of the

carriers are endeavoring to provide sufficient equipment. The Atchison, Topeka & Santa Fe has placed an order for 2,500 box cars, 400 ballast cars and 1,600 gondola cars; the Grand Trunk has placed an order for 2,500 box cars, 400 ballast cars; the Pere Marquette an order for 2,000 box cars; the Canadian Pacific railway 3,000 box cars, and the Buffalo, Susquehanna 500 steel gondola cars. Other railroads are also adding to their equipment, but just how many of these new cars will be needed to supply the places of those which go to the scrap heap no one seems to know. It has been determined by the statistician that the number of freight cars placed in service during the last few years has increased only twenty-six per cent whereas the amount of certain classes of freight has increased over one hundred per cent. Blockades at the railroad terminals are causing serious delay in re-consignment of cars. Coal operators are notified of the arrival of cars as soon as they come in to the yards. These cars are immediately re-consigned to dealers in various parts of the country but it usually happens that there are so many other cars filled with various classes of freight mixed in with coal cars that it takes from three to ten days to start them towards their destination. In other words, about as much time is wasted in re-consigning cars as is consumed in transit from the mines to the yards.

It is gratifying to note that many of the railroads are cutting freight rates on coal. Those roads which took the lead are to be commended. Of course, the other roads must follow suit in order to meet the demands of competition. If it is true that the railroads receive five thousand million dollars a year for transporting the coal of the country they certainly can afford to give the service a little cheaper since coal furnishes the motive power for the manufacturing of most of the goods offered for transportation. It therefore follows that any condition which tends to augment the use of coal will in the end benefit the common carriers.

#### Illinois Coals Firm.

There has not been a decided change in the market this week for the Illinois products. The quantity of coal from the Cartersville district received in this market this week is about the same as last. However, this does not mean that the mines are producing their full capacity. Information from various sources corroborates the statement that the production equals only about 50 per cent of the amount of coal which could be supplied if there were sufficient cars available to transport the coal to market. Six-inch lump is quoted at \$1.50, f. o. b. the mine, or \$2.50, f. o. b. Chicago. The market on screenings is somewhat better than last week. Prices f. o. b. the mine are forty to fifty cents, f. o. b. Chicago \$1.40 to \$1.50; mine run is bringing \$1.05, f. o. b. the mine, and \$2.05 f. o. b. Chicago. The quotation on six-inch egg is the same as that given for six-inch lump. The market on lump and egg is very firm, but the demand for mine run is not quite as firm although the market is strong and operators have all the orders which they can fill. Continued car shortage also characterizes the situation in the Springfield district. The mines in this field are producing about fifty per cent of normal capacity which tends to make the market very strong on domestic sizes and very firm on mine run and inch and half lump. The state of the market on screenings, however, is weak. Mine run is quoted today at \$1.10 f. o. b. the mine or \$1.85 f. o. b. Chicago; six-inch lump and egg, \$1.65 f. o. b. the mine or \$2.35 f. o. b. Chicago; inch and a half lump, \$1.35 f. o. b. the mine or \$2.10 f. o. b. Chicago. Screenings have been selling at 25 cents f. o. b. the mine or \$1 f. o. b.

Chicago. Very little of the Wilmington coal is coming into this market. Wilmington lump this week for country trade is bringing f. o. b. the mine \$2.50. There is much complaint of car shortage and orders are far in excess of available coal.

The market on coals from the Third Vein Springfield valley and La Salle districts is very strong. Operators have an avalanche of orders which they are unable to fill on account of excessive car shortage. Transportation facilities this week are much worse than last in this district. It is not possible to secure more than twenty-five per cent of the number of cars needed on the Chicago, Burlington & Quincy line. Third vein chunks are bringing \$2.25 f. o. b. the mine; standard lump \$2.15 f. o. b. the mine; large egg \$2.15 f. o. b. the mine; washed nut \$2.15 f. o. b. the mine, and washed screenings \$1.60 f. o. b. the mine. The market on Franklin county coals is also characterized as strong. The mines are producing about forty per cent of normal capacity. Car shortage is reported to be in about the same condition as last week. Prices for lump and egg coal, \$1.75 f. o. b. the mine or \$2.75 f. o. b. Chicago; three-quarter inch screenings sixty-five cents f. o. b. the mine or \$1.65 f. o. b. Chicago.

#### Kentucky and Pennsylvania Coals Scarce.

The orders for Kentucky coals coming to this market are far in excess of the supply which has been greatly mitigated by inadequate transportation facilities. It is claimed that the mines are able to operate only about one-third of the time because it is impossible to get sufficient cars to haul away the coal. Labor scarcity somewhat affects the supply in this field but the principal reason for scarcity of Kentucky coals is on account of the inability of railroads to transport the product to market. Six-inch lump in open cars is bringing \$2.10 f. o. b. the mine and in box cars \$2.25 f. o. b. the mine or \$4.00 and \$4.15 f. o. b. Chicago. The week's supply of Youghiogheny coals from the Pennsylvania district has not increased. The mines are producing only about fifty per cent of their normal capacity. The car service is very bad and of the twenty mines in this district six of them are not running at all. Three-quarter inch lump is quoted at \$1.40 to \$1.50 f. o. b. the mine or \$3.30 to \$3.40 f. o. b. Chicago; inch and a quarter lump \$1.60 to \$1.75 f. o. b. the mine or \$3.55 to \$3.65 f. o. b. Chicago. The market on each of these grades is characterized as very strong. Connellsville coke coming into this market is bringing \$6.15 to \$6.30 f. o. b. Chicago or \$3.50 to \$3.65 f. o. b. the ovens. The market continues very strong. This is not to be wondered at when it is considered that about 560,000 tons are consumed weekly in producing the coke demanded by the commercial activities of the country.

#### Hocking Market Very Strong.

There has not been such a scarcity of Hocking in this market for a long time. Orders are piling up every day which can not be filled. Even the docks have no Hocking coal in excess of the amount required by current orders. There is practically no market since this class of coal could not be filled at any price. Quotations today for the little Hocking which is being received show an advance of twenty-five cents. Inch and a quarter lump is bringing f. o. b. the mine \$2, f. o. b. Chicago, \$3.65; domestic nut, \$1.50 f. o. b. the mine or \$3.15 f. o. b. Chicago; mine run, \$1.65 f. o. b. the mine or \$3.30 f. o. b. Chicago; three-quarter inch lump \$1.90 f. o. b. the mine, or \$3.55 f. o. b. Chicago. It is claimed that the rule relative to air brakes has put out of service so many cars in the Hocking district that it is almost impossible to get



coal from this field. Operators in the Jackson Hill district have discontinued to promise date of delivery claiming that they have no assurance when sufficient cars can be secured to transport the coal. Domestic lump is bringing \$4.15 in open cars or \$4.25 in box cars f. o. b. Chicago. The market is characterized as very strong and the car shortage is much worse than reported last week. It is reported that Pittsburg No. 8 coals are bringing \$1.40 to \$1.50 f. o. b. the mine for the inch and a quarter lump and \$1.25 to \$1.35 f. o. b. the mines for three-quarter inch lump. Chicago price is \$1.65 above the mine price to cover the cost of transportation. Mines are producing only about seventy-five per cent of normal output, due to the car stringency. Producers of Massillon coal have been shipping large quantities of their product into this market during the last few days. Prices f. o. b. the mine are \$2.25 and \$3.65 f. o. b. Chicago. The demand for this grade of coal has been greatly accentuated by the great scarcity of Hocking.

#### West Virginia Market Strong.

Smokeless coal in this market is not as plentiful as during the past two weeks. Splint is scarce and has received an advance of twenty-five cents. Pocahontas is quoted today at \$2 for lump f. o. b. the mine and \$4.05 f. o. b. Chicago; mine run \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago. The market is firm and some spot coal may be obtained at a little better figure. The demand, however, for New River coal is very firm except for run-of-mine which is weak because of the excessive shipping charge of forty cents on Northwestern and St. Paul lines. Shortage of labor is

somewhat affecting the supply. Lump f. o. b. the mine \$2.25 or \$4.30 f. o. b. Chicago; mine run f. o. b. the mine \$1.35, f. o. b. Chicago \$3.40; egg f. o. b. the mine \$2.25, f. o. b. Chicago \$4.30. The demand for Black Band continues very strong and although a sufficient quantity can not be secured to fill orders, which are constantly accumulating, yet the price has not advanced. Lump is bringing \$4.05 f. o. b. Chicago as quoted last week. Winifrede splint is bringing f. o. b. the mine \$2.10, f. o. b. Chicago \$4 for lump; washed nut \$2 f. o. b. the mine or \$3.90 f. o. b. Chicago. The market is firm and orders can not be filled promptly. The mines are capable of producing one hundred cars a day, but the average output at present is only about twenty-five cars on account of the excessive car shortage. Some Kanawha splint has been sold as high as \$3.80 f. o. b. Chicago, but the regular quotation is \$3.65, the price f. o. b. the mine is \$1.75. This grade of coal is extremely scarce. Fairmont mines are producing only twenty per cent of normal output. There is very little of this coal to be secured in the market. Car shortage is the chief reason for the small production. Three-quarter inch lump is bringing f. o. b. the mine \$1.25 to \$1.35 f. o. b. Chicago or \$3.15@3.25; inch and a quarter lump f. o. b. the mine \$1.35@1.45 f. o. b. Chicago \$3.25@3.35.

#### Indiana Coals Good Demand.

Brazil Block is scarce on account of a very bad car shortage. The market is very firm and quotations are open cars \$2.25, box cars, \$2.35 f. o. b. the mine or \$3.05 open cars or \$3.15 box cars f. o. b. Chicago. The mines are working about three-fourths of the time. Sullivan county

four-inch lump is bringing today \$1.75 open cars, \$1.85 box cars f. o. b. the mines or \$2.55 open cars and \$2.65 box cars f. o. b. Chicago. Domestic nut and inch and a quarter lump, \$1.50 open cars, \$1.60 box cars, f. o. b. the mine, or \$2.30 open cars and \$2.40 box cars f. o. b. Chicago; mine run \$1.25 f. o. b. the mine or \$2.05 f. o. b. Chicago. The market on domestic sizes is very strong, and the demand for mine run is fair. The car shortage in the Clinton field is very acute and only about half the mines are running this week. Four-inch lump f. o. b. the mine is quoted at \$1.65, f. o. b. Chicago. \$2.35; four-inch egg \$1.55@1.60 f. o. b. the mine or \$2.25@2.30 f. o. b. Chicago; inch and a quarter lump, \$1.45 f. o. b. the mine or \$2.15 f. o. b. Chicago. On all grades the market is very strong and orders are far in excess of available coal.

The state of the trade on the whole this week is firm, which was occasioned by the large number of orders induced by the chilly weather a few days ago. There has been, however, a little slump in business during the last three or four days on account of the higher temperature, but this condition is bound to be followed in the near future by a spell of continuous cold weather which will make business extremely active, and dealers who have put off ordering their winter supply will find that they have made a great mistake. All rail trade from now on until the close of navigation will suffer still more than it has in the past on account of car shortage. From this time on the market will practically belong to the operators. Dealers will make no mistake in placing orders at once. The next cold snap which probably will continue will be followed by a rush of orders.

## Market Conditions and Trade Gossip from Cincinnati.

CINCINNATI, October 19.—(*Special Correspondence*.)—The Cincinnati market still remains in much the same condition that it has been in for several weeks. Probably the most interesting feature of the market is the advance in the retail price of coal. The first cold wave of the season caught a large number of families without fuel, and there was a grand rush for coal last week. The retail business had been only fair, and none of the selling concerns were in a position for an avalanche of orders. The orders came in in hundreds, however, and a few long headed dealers saw a chance to get a little extra money out of the extraordinary demand, and swelled the retail price twenty-five cents a ton. It came so easy that before the week was over nearly every retail concern in the city had raised its price on splint coal, and now that the rush is over, to a large extent, the price is up, and there ought to be no bickering about it when real cold weather comes. Last year the retail people made the mistake of waiting too long to put up the price for the winter, and they raised their prices about December first when there happened to be a very severe spell of weather, and the sensational daily papers made such a howl about it that the county prosecutor took cognizance of it, and had twenty-two of the principal dealers indicted under the Valentine anti-trust law for attempting to regulate prices. This case is still fresh in the memory of all. This year the price goes up in the middle of October, and there will probably be no occasion to change the price again until next spring, when it may be lowered. The current price of splint lump coal delivered to families, therefore, is now \$3.50 a ton. No other changes have been made in prices. There is an excellent demand for all grades of coal wholesale, and there is no trouble getting \$1.65 to \$2.00 a ton at the mines for standard lump. New River and Pocahontas lump and egg continue very strong at \$2.25 a ton at the mines, and smokeless run-of-mine is in fair demand at \$1.35 a ton at the mines.

There is absolutely no improvement in the car situation, which, as everybody in the coal business now knows, is the worst ever seen in the trade.

Coke is very strong, there being a good demand, especially for foundry, which ranges from \$3.50 to \$3.65 a ton at the ovens in the New River and Kanawha district, and \$3.25 a ton for furnace coke at the ovens.

The demand for river coal has been very

good for several weeks, and the market is very strong at prices that will likely advance soon unless there is another rise in the river to let in more coal. River lump is worth  $7\frac{1}{2}$ @8 cents a bushel afloat, and river nut and slack  $5\frac{1}{2}$ @ $6\frac{1}{2}$  cents. Rail nut and slack is firm at 60@70 cents a ton at the mines.

#### NEWS NOTES AND PERSONALS.

R. S. McVeigh, western manager of the Island Creek Coal Sales Co., has gone to New York on business of his company.

Thomas F. Farrell, general manager of the Pocahontas Coke Co., Bramwell, W. Va., was visiting old friends here this week.

W. H. Flint, one of the large independent coal operators of Pittsburg, was a Cincinnati visitor last week. He was here to look after his river interests here.

M. P. Lancaster, formerly of Lexington, Ky., has associated himself with J. C. Wheeler in the White Oak Coal Co., with offices in the Union Trust building.

A contract involving a large sum of money is announced as having been entered into between the Big Sandy Co. and the Cincinnati Gas, Coke, Coal & Mining Co.

William Burlingham, western manager of the Chesapeake & Ohio Coal & Coke Co., has gone to Thurmond, the center of the New River district, to confer with some of the operators of the district.

Herbert B. Shonk, of New York, and Jay S. Stevens, of Pennsylvania, were entertained on 'Change this week by F. L. Garrison, president of the Kanawha Coal & Coke Co.

The residents of Northside, the aristocratic portion of Cumminsville, held an enthusiastic meeting a few evenings ago on the subject of smoke elimination, and addresses were made by a number of well known citizens. The crusade against smoke has never been so keen as at present.

S. O. Bayless, for many years general counsel for the Big Four railroad, and one of the best informed railroad lawyers in the United States, has been engaged by the Receivers & Shippers Association to fight the Baltimore & Ohio Southwestern railroad on the question of excessive switching charges on coal in Cincinnati. The

matter is now before the railroad commission of Ohio.

The case of the Cincinnati coal shippers against the Baltimore & Ohio Southwestern railroad, to compel the railroad to reduce its exorbitant switching charges in Cincinnati, has been postponed thirty days by the Ohio railroad commission, and it is given out that a compromise settlement will be made. A year ago the railroad would not listen to a compromise. It begins to look as if the coal men have the railroad on the run.

The White Oak Coal Co. is the latest new coal company in Cincinnati. The destinies of this concern will be presided over by J. C. Wheeler, well known in the trade as the former manager of the New River Coal Sales Co., and later as vice-president and general manager of the Southern West Virginia Coal Co. Mr. Wheeler has established handsome offices in the Union Trust building, and is offering a fine line of coals from over a dozen West Virginia mines.

Eugene Zimmerman, the railroad magnate, and party, consisting of Senator J. N. Camden and S. D. Camden, of Parkersburg, W. Va.; J. N. Camden Jr., of Versailles, Ky., and John C. C. Mayo, of Paintsville, Ky., are touring the Elkhorn coal fields in this county, Letcher. It is generally believed that this inspection trip has a bearing on the early construction of the Ashland & Tug River railroad from Ashland to the vicinity of Pound Gap, paralleling the Chesapeake & Ohio.

President Charles Hellier, of the Big Sandy Co., states that the Cincinnati concern has contracted to take the entire output of the ten mines controlled by his company.

These mines are in eastern Kentucky. They are the Henry Clay Coal & Coke Co., the Pike Coal & Coke Co., the Marrowbone Coal & Coke Co. and the Edgewater Coal & Coke Co., each of which has two mines, one on the Upper Elkhorn and one on the Lower Elkhorn creeks.

The contract is for a period of twelve years.

More than fifty delegates from the various organizations of Cincinnati went to Portsmouth, Ohio, Wednesday to attend the annual convention of the Ohio Valley Improvement Association. This aggressive organization is expected to ask congress to appropriate fifty million dollars for the complete improvement of the Ohio river.



The river people want from three to five millions a year appropriated until the entire river is locked and dammed, affording continuous navigation. It is well known that the Ohio river is the greatest freight producing stream in the world.

The Louisville & Nashville Railroad Co. has just let a contract for a fourteen-mile extension in Bell county. This new branch road is intended to open up extensive coal fields in the territory mentioned. Cincinnati and Louisville capitalists will furnish the money to open up the mines. Surveys have been completed, and construction work will begin at once. Work is now under way on an extension of the Straight Creek railroad, which is also backed by the Louisville & Nashville road. This extension is seven miles in length, and will also open up a number of new coal mines. Many large coal deals have been consummated within the past few weeks.

The Monongahela River Consolidated Coal & Coke Co.'s big towing steamer Raymond Horner met with a peculiar and serious accident at Parkersburg, W. Va., the other evening, which resulted in the death of Pilot Crawford, and the narrow escape of Captain Dippold and Captain Boles. The Raymond Horner was coming down the river light for a tow of empty coal crafts, and a wire rope, stretched across the river at the new government lock knocked down her smokestacks and carried the boat's pilot house clear off, throwing the three men named into the river. The boat took fire, but fortunately the crew were able to subdue the flames, and save the boat from destruction. Such an accident never happened a steamboat before.

A few weeks ago the big freight incline which hauls teams and other heavy traffic to the top of Price Hill was wrecked by one of the cables breaking, and since that time the only way to get freight to the top of the hill is to haul it up the heavy grades. As a result the coal men have materially advanced the price of delivering coal to the residents of Price Hill. The residents are making a loud complaint about it, but it is of no avail, because it is killing on horses to pull the heavy loads up the steep hills. It was possible to make five loads a day to Price Hill when the incline was in order; but now it is next to impossible to make two loads a day. The increased cost makes it necessary for the coal men to charge more for the coal.

Eugene Zimmerman, president of the D., T. & I. railroad, left Cincinnati Thursday morning for a trip over the western railroads. Mr. Zimmerman denied the frequent publications to the effect that he intends to sell that property. "On the contrary," said he, "there will be a meeting of the Great Northern Coal & Coke Co. after I return home, at which it is to be determined when we will build railroad connections from Ironton into the 350,000 acres of coal land which we own in Tennessee. We have just completed large ore bins in Toledo which will receive iron product from the mines of the northwest and the lake region. This material we will ship toward the south and the return trains will take north the coal product of our mines in the south. We have also recently completed several large steel ferries for ore carrying on the lakes. That doesn't look much like a sell-out, does it?"

The announcement is made that Henry Burkhold has secured control of the Luhrig Coal Co., and that he will greatly enlarge the company by the issuance of \$750,000 bonds, and use the money thus secured to increase the company's output. It will be recalled that there has been great rivalry between Mr. Burkhold and Alexander Cunningham for the control of the company, each owning exactly fifty per cent of the stock. Mr. Burkhold recently purchased Mrs. Jack Cunningham's stock, and this gave him a big majority. Notwithstanding the rivalry between Mr. Burkhold and Mr. Cunningham, an election of officers the day made Alexander Cunningham president, Henry Burkhold vice-president, and R. C. Swing treasurer. The Luhrig Coal Co. is already one of the largest if not the largest producing coal company in the state of Ohio, and if Mr. Burkhold carries out his intention to further develop the company's properties and increase its output, it will become one of the greatest companies in the country.

## Mining News from West Virginia.

WHEELING, W. VA., October 17.—(*Special Correspondence*).—If some dispensation could arrive whereby the West Virginia operators, especially in the Fairmont and Wheeling districts could defer contracts on hand they would be in a position to become the most grateful people on earth. For the demand for coal, prompted by last week's cold snap, has made them desirous of evading long time contracts in order to take advantage of a sudden increase of prices.

But they prefer to abide by their contracts and consequently they will not enjoy the fruits of a sudden rise. Run-of-mine is now bringing \$1.20 a ton in the Wheeling and Fairmont districts, a good twenty per cent increase over the price prevailing a month ago, but it is so much sweetness wasted on the desert air.

As a rule an operator prefers to deal fairly by his trade. The spasmodic demands do not appeal to the experienced operator when his custom trade is at stake. He would like to take advantage of a particularly good market just at present, but as between the good prices for free coal and the contract coal he prefers to supply the contracts made several months or weeks ago.

There is little to add concerning the transportation situation. The railroads are not able to hold their ends up. They either have not enough cars or the cars they have have been diverted to other sources of traffic. Their failure to meet the response puts the coal men in the position of having to meet their legitimate trade and letting the free coal market go by the boards.

Every little while announcement is made by the traffic department of the trunk lines that they have contracted for more cars. This has been the case for fully two years. But if new cars have been put in commission little or no effect has been noticed in the West Virginia fields. Hope is high that every few weeks will see an improvement, but no material change is seen whenever there is a consistent or heavy demand for coal.

Contract coal among the principal West Virginia operators at the present season is going to the lakes and it will continue to go there so long as the weather keeps mild and navigation is open. Reports at this end of the line are to the effect that the lakes are short of their normal supply.

From the consuming standpoint the railroads seem to be well taken care of. Steel, iron and other industries are fairly well provided for and can stand a good siege. Domestic consumption, as affecting retailers, is responsible for the insistent requests of late.

Car distribution on the Norfolk & Western may

next undergo a change to conform to the new rules lately laid down by the Chesapeake & Ohio. The operators as a class, especially the more influential, are opposed to an innovation, and cite the fact that the old system worked well enough and should be allowed to remain. From a numerical standpoint, but not an aggregating producing standpoint the sentiment is for a change. It will be remembered that the coke shippers have been at some odds for months over a new basis of shipments in this section.

Dr. I. C. White, the state geologist for West Virginia, has just completed his explorations along the Elk river, or in a territory close to the route of the Coal & Coke railroad, but the results have not been announced yet, Mr. White promising to give an elaborate report later.

W. W. Thomas, a well known operator of the New River field, lost his life a few days ago while attempting to save the life of a negro miner employed on the tippie of the Newlyn Coal Co. The negro was in the way of a loaded mine car on the incline and after Thomas' shout to him to get out of the way met no response, he jumped on the incline and gave him a shove. In the meantime the car caught the operator, crushing his right leg from the knee to the ankle. An amputation was necessary from which he failed to recover.

Mr. Thomas was thirty-two years of age, a native of Center county, Pennsylvania, but came to West Virginia when quite young. He was vice-president and general manager of the Newlyn company, which was connected with the Meadow Creek and other enterprises. He leaves a wife and three children.

For the month of August the coal shipments of the Baltimore & Ohio, just to hand, show a total of 2,452,131 tons in coal and coke, an increase of only a little over 7,000 tons over the previous year, due to a short car supply.

Nevertheless, the Fairmont Coal Co., shipping over this road, shows an increase of 684,734 tons for the first eight months of 1906, as against a corresponding period for 1905. Its private cars enabled it to make this showing, for otherwise it would have suffered in sympathy with the private companies in its field.

The Wyat Coal Co. has been organized with \$150,000 to open new mines in the Cabin Creek district of the Kanawha field. The development work will be in charge of John Laing, who was until recently superintendent of the New River Smokeless.

Owing to lack of sufficient cars, the Eastern Ohio coal mines have been working only a few days a week in the recent few weeks.

## The Missouri River Coal Trade.

KANSAS CITY, October 17.—(*Special Correspondence*).—A heavy demand for coal, both wholesale and retail, and the serious shortage of cars are the principal features of the market this week. Few of the mines are being worked to their full capacity on account of their inability to get cars. On this account there is no accumulation of coal in the bins of Kansas City dealers; in fact the demand is much greater than the supply. A result of this was an increase yesterday in the price of semi-anthracite to the retail trade. It had been selling at \$5.75 a ton and the advance is twenty-five cents per ton. As the demand for coal and the shortage of cars are expected to continue there will no doubt be further increases within the next thirty days.

"The car shortage is even more serious than it has been in previous years," said Bennett Brown, commissioner of the Southwestern Association yesterday. "The conditions are a bad thing for the consumer but it is not without its benefits to the dealers. The shortage, of course, prevents an accumulation of coal in the cities and that in turn causes higher prices. Few of the mines in the district are being worked to their full capacity on account of the shortage. In some cases stock cars are being used for transporting coal instead of the regular cars."

Most of the wholesale dealers report that they are getting more orders than they can handle.

The manager of one company said that he was two weeks behind in his orders. There is of course a big demand from the railroads as they have begun to store coal for winter use. The company, which has obtained a franchise to supply Kansas City with natural gas will not have its new mains ready for some time and will not affect the coal trade this winter.

Bennet Brown, commissioner of the southwestern district, returned recently from Moberly, Mo., where a conference of the reference committee, made up of representative miners and operators, was held. The question of wages for machine men in the mines was discussed and settled. It was agreed that they should be paid on a basis of ten cents a ton. This question had been under consideration for some time and that it is settled is a relief to both miners and operators.

Another development of the week was the settlement of the difficulty that existed among miners of District 21, made up of the Indian Territory, Texas and Arkansas. Some of these miners, dissatisfied with the officers of the district, had threatened to break away from the Federation of United Mine Workers. At a meeting in the Territory the question was discussed among the miners and when a motion to secede from the district was put it was defeated. For a time the indications were that the difficulty would cause



serious trouble not only to the miners but also the operators.

News has come to Kansas City telling of the consolidation of the Original Farmers Coal Co. and the Consolidated Farmers Coal Co. in Higginsville, Mo. The new company will be known as the Farmers Coal Co. and will be under the management of G. B. Beatty. The company controls a half dozen mines, all of them good producers. The electric power, with which the Original Farmers Co.'s mines were equipped will be extended to all of the mines, controlled by the consolidated company. Another interesting item is the news that the mines of the Manufacturing Coal & Coke Co. at Connellsville, Mo., which have been idle since March first, will be equipped with mining machinery and put in operation immediately.

The trustees of the Devlin estate are making preparations for the sale of real estate and the payment of a small dividend to creditors. It is believed that the holders of the unsecured claims against the estate will get little for some time as it is necessary to investigate the validity of all of them. The trustees have not yet decided which claims will be allowed and which will be contested. The late J. L. Devlin was a big coal operator with headquarters in Topeka,

Kas. In his estate are many valuable coal properties.

A resolution asking the police board to instruct police officers to make frequent inspections of coal being delivered in the city and to require drivers to weigh coal on the public scales, has been adopted by the lower house of the council here.

#### NOTES.

Another new member is the McAllister, Edwards Coal Co., of Edwards, I. T.

The Swofford Coal Co., at Hackett City, Ark., is a new member of the Southwestern Association.

The Consolidated Stahl Coal Co., at Stahl, Nevada, has applied for admission to the Southwestern Association.

George Colville, president of District 25, United Miners, was in the city yesterday, to confer with Bennet Brown regarding some trivial troubles in his district.

The chaplain of the military prison at Leavenworth, Kas., has asked, through the Southwestern Association, that operators co-operate with him in finding work for discharged prisoners.

the northwest giving the shippers on this line an advantage.

Prices on Carterville coal hold steady at \$1.40@1.50 for lump f. o. b. the mine or \$3.50@3.60 f. o. b. the Twin Cities. Egg is held at about the same figure, with washed coals fairly steady at the circular. Smokeless coal, all-rail, via Manitowoc, has been weak, selling as low as \$3.85@4.10 for lump and egg or \$4.75@5.00 f. o. b. Minneapolis and St. Paul. This coal is now being cleaned up. Dock prices are steady, with dock interests taking a strong view as to winter prices, although more coal has moved forward via the great lakes than was expected six weeks ago. The future of dock prices will depend largely on the severity of the winter season. There is every reason to believe that there will be an advance on November first, if not before, on Youghiogheny, Hocking and other coals, except anthracite, sold at the head of the lakes.

G. H. Reeves, secretary of the Northwestern Retail Coal Dealers' Association, is breaking in a new automobile, and as a consequence all his friends are having an opportunity to view the scenery.

W. C. Leiferman, of F. H. Peavey & Co., has built himself a fine new house on Park avenue in Minneapolis, and is planning to hold a housewarming at which he will exhibit one of the finest and largest refrigerators in the west.

The Minneapolis *Sunday Journal* contained an article booming Joseph Leiter, of the Zeigler Coal Co., of Chicago, for the United States senate from Illinois.

Elliott & Skellet, progressive wholesale and retail coal dealers in Minneapolis, are planning to open a new yard shortly after the first of the year. Their business is increasing very rapidly.

T. N. Mordue, of Castner, Curran & Bullitt, Chicago, was in the Twin Cities the latter part of last week.

F. M. Boynton, president of F. M. Boynton, Inc., Pittsburg, was recently in the Twin Cities, returning home by way of Duluth.

Last week Twin City coal retailers had a large volume of business as a result of the first cold weather of the season. Horses and men are difficult to obtain and this made the activity more apparent. Retail stocks are of fair proportions yet, but two or three weeks more of business like that of last week and they will be considerably reduced.

## Minneapolis and Northwest Trade.

MINNEAPOLIS, MINN., October 18.—(*Special Correspondence.*)—Market conditions in the northwest have shown some slight improvement, as a result of more seasonable weather last week, but the weather turned warm again on Saturday and for the present the temporary flurry is over. There is a fair demand for spot coal in Minneapolis and St. Paul, but prices have not gained on rail product to the basis that can be obtained farther south, in Iowa and Illinois. Dock coal always acts as an equalizing agent, at this time of the year, and as a consequence Illinois and Indiana coal producers do not find this market as active at this season as it will be later. Business outside of the Twin Cities continues to show improvement, especially in southern Minnesota and South Dakota. Fair prices are being obtained in that territory for southern Illinois coals. Along the Chicago, Milwaukee & St. Paul railway in southern Minnesota territory it is difficult to obtain cars and all reports indicate that business is very active as a result. Northern Illinois shippers are profiting to the greatest extent as they are about the only ones who can obtain cars to go to points on that road. The docks at Lake Superior are not suffering to any great extent as a result of the ear shortage and orders are being filled fairly promptly. As stated in THE BLACK DIAMOND a fortnight ago, much business is being held back due to the reduction in freight rates, which does not become effective till the latter part of the present month. Many dealers are placing orders subject to shipment when the new rates will become effective. This may mean serious conditions later on, inasmuch as the northwestern grain movement will be at its height after the first of November. To crowd into that month an abnormal coal movement as a result of slack buying at present will not only seriously tax railroad transportation, but probably congest it to the extent that some dealers will be short of fuel. Railroad men are not optimistic regarding the future transportation situation, in view of the unusual conditions that have prevailed. As a matter of fact they continue to predict a great amount of difficulty in making coal shipments in November and December.

In connection with the recent reduction in freight rates from dock points there is a well founded rumor, which will not down, that the Chicago, Burlington & Quincy railroad will shortly reduce the through rate on coal from the Herrin (Illinois) district to the Twin Cities to \$1.75. The present rate is \$2.10. Such a reduction doubtless would be followed by a similar reduction on the part of other lines from Illinois to the Twin Cities, especially by way of Peoria. One of the inequalities in freight rates is seen in the fact that coal from Sullivan county, Indiana, at present takes a rate to Minneapolis and St. Paul of \$1.90 while the southern Illinois

product takes a rate of \$2.10. A reduction in the "Q" rate would give that road a large tonnage in the Twin Cities, and unless the rate was reduced from Indiana would make southern Illinois supreme in the Twin Cities. The knowing ones predict that the proposed reduction will occur about January first. There does not seem to be much definite information on which to base such a rumor, except that the tonnage hauled thus far by the C., B. & Q. has been more or less of a disappointment, due to the fact that rail shippers in the northwest have a handicap to overcome in competing with dock coal. The reduced rates, if they become effective, doubtless would increase the volume of rail coal coming in this direction. Unless the other railroads into southern Illinois make a similar reduction the C., B. & Q. will secure the bulk of the business into

## Kentucky Coal Trade.

LOUISVILLE, KY., October 17.—(*Special Correspondence.*)—The advance of one cent per bushel in the price of coal in the Louisville market has been followed by considerable complaint among the people and several conservative newspapers have already raised a cry of "criminal combination." The new prices, which are \$3.75 a "load" for First and Second Pool Pittsburg and \$3.50 for Fourth Pool and Jellico delivered within a certain radius, are higher than have ever been charged before, except in strike times or when the Ohio river was frozen.

Prices in Louisville, however, seem to be bargain quotations when compared with prices through Tennessee, Georgia and the Carolinas. During the past year the people of Georgia especially have been jubilant over the coming of the Louisville & Nashville into the field heretofore controlled by the Southern railway. Despite the entrance of the Louisville & Nashville, however, Atlanta and many other Georgia cities find a retail price prevailing of \$5.50 per ton delivered, with more than a slight prospect of an advance to \$6.00. With wood selling at high prices, there seems to be great danger of suffering throughout the south should the winter prove severe.

During the past week new high records were established by all the Jellico, Tennessee and eastern Kentucky mines. Sales are reported of high grade Blue Gem lump and block at \$3.15@3.25 f. o. b. mines, while No. 1 Jellico lump and block has sold from \$2.75@3.00.

With all the southern market clamoring for coal, operators have been face to face with a car shortage worse than ever before experienced so early in the season. The majority of complaints are directed against the Southern and

Illinois Central, but the L. & N. is not furnishing more than a moderate quota. Following is an extract from an editorial in the *Louisville Evening Post*:

#### "The Coal Supply.

"Louisville for fifty years has been spending money and granting privileges in order to get a sure, abundant and cheap supply of coal.

"It spent two millions on the Elizabethtown & Paducah road in order to secure Kentucky coal in competition with the Pittsburg article.

"It has backed the L. & N. when it needed backing, in order to get coal from Kentucky mines in the Louisville market.

"It has maintained wharf charges, coupled with wharf privileges, to make it easy for Pittsburg coal to reach the Louisville market.

"Yet we find, at the beginning of October, with the yards full and the supply in sight abundant, that the best coal is arbitrarily advanced from \$3.50 a 'load' to \$3.75 a 'load.'

"What is a load? It is twenty-five bushels of coal, weighing seventy-two pounds a bushel, or 10 per cent short of a short ton of 2,000 pounds.

"Ten per cent on coal is a good profit on coal. It is mined by the 'ton'; it is transported by the 'ton'; it is sold by the 'load,' at least in Louisville, and it is the same whether you buy the Pittsburg article or the Kentucky article."

"We all know there has been an advance in wages, but the miners say it is nothing compared to the advance in the retail price in Louisville. Formerly householders 'laid in' their coal at 9 cents, and until winter scarcity came paid 10 cents a bushel.

"Last winter the rate was 14 cents a bushel, and that, we believe, was the summer price for



domestic coal until October 1, when the price went up to 15 cents a bushel, or \$3.75 a load, which is \$4.15 a ton.

"It can be said, we believe, that it does not cost a dollar a ton to bring coal to Louisville, and not over \$1 a ton to move the coal, so there is \$2.15 to be divided between the retail dealer and the mine owner.

"There is every indication of a combine, a trust, in control of the Louisville market, and if so it is in violation of the state and federal laws."

There is every likelihood that work on the railroad from Artemus to Jellico will be pushed within a comparatively near future. The Cumberland Railroad Co., which is controlled by eastern capitalists, extends from Artemus some twelve miles southward, and a survey has already been made of a right-of-way which this company has secured to extend its line to Jellico and there connect with the Southern railway. This proposed extension will open up one of the richest coal fields in Kentucky, the principal work-

able seam being nearly equal to the best Jellico in quality and from one to two feet thicker. Following the purchase, announced in last week's issue, of a large tract of Straight creek coal lands by the North Jellico Coal Co., it is stated on good authority that the L. & N. will shortly extend the Straight Creek railroad about seven miles.

Loud complaints have been heard in the last few days about irregularities in delivery by the Illinois Central, which has handled the western Kentucky coal in a very satisfactory manner in recent years. One large dealer, who has five retail yards, did not receive a single car of coal in four days.

Mr. F. F. Snead, of Snead & Meguire, left Wednesday evening to inspect several mines on the Cumberland valley division of the L. & N. and to hurry up shipments of coal.

Mr. C. C. Winters, traveling salesman for S. J. Patterson, of Dayton, Ohio, spent several days in the Jellico district last week looking after shipments.

### Southern Coal Conditions.

MEMPHIS, TENN., October 15.—(*Special Correspondence*).—The wholesale coal trade is very tight owing to a shortage of cars at the mines. The shortage exists on the Frisco, Southern, Illinois Central, and to some degree the Louisville & Nashville lines. The Illinois Central mines report being able to work on an average of two days a week. All coal bearing roads entering Memphis are restricting equipment to their own lines and switching district on connecting lines. Prices owing to car conditions and the general demand for coal are tending higher. Prices on steam coal have advanced ten to fifteen cents per ton and domestic twenty-five to thirty-five cents on the ton. The situation is serious and unless railroad conditions improve and mines are supplied with cars, the south will pay higher prices for coal than any time within the past ten years, for the demand is far in excess of the supply.

Retail dealers have now booked more orders than they can supply in the next three months; and on account of the weather few deliveries have been made the past two weeks. Buyers during the rainy spell did not care to have their yards cut up and a great deal of hauling is to be done when the weather clears. There has been some sharp competition and cuts in retail prices but it is expected that winter prices will soon be put into effect.

### PERSONAL NOTES.

The Broad Coal Co. reports trade very active in retail lines and has booked enough business to keep its drivers busy for some weeks to come.

The Galloway Coal Co. this year changed its policy on sales and is now handling its own product exclusively in the various retail yards it has in the city.

The Berlin Coal Co. will operate several yards this season and in common with other retailers is practicing the convenience of having widely scattered branches in the city to meet the requirements of patrons living in different residence districts.

C. L. McManus, lately general superintendent of the Southern railway, has closed a deal with the Manering Coal Exchange at Middlesborough, Ky., for a \$100,000 interest in the same. He will have his headquarters in the latter town and will be general manager of the coal companies.

A large deal has been made in the southeastern Kentucky coal field. C. S. Neilo, general manager of the North Jellico Coal Co., has purchased from A. J. Asher, of Pineville, Ky., five thousand acres of coal and timber lands between the forks of Straight creek. The consideration was \$150,000. It is reported that the land was purchased for the Speed Coal Co., of Louisville.

### The Indiana Coal Trade.

INDIANAPOLIS, IND., Oct. 18.—(*Special Correspondence*).—The Indiana Railway Commission took another step today toward bettering the situation in the coal fields by sending to John R. Walsh, owner of the Southern Indiana, a tart letter, informing him that he must do everything in his power to relieve the car shortage and to move the coal mined along his lines.

The commission has been working hard for the last month to adjust matters between the various roads entering the Indiana fields so that the trade and the public would not suffer. Conditions have improved somewhat, but they are nothing to brag about yet.

Word has reached the commission from time to time that the Southern Indiana was not doing its part toward bettering conditions. About three weeks ago Mr. Walsh agreed to send some of his coal to the market by the way of Westport, where there is a junction with the Michigan division of the Big Four, which runs into the gas belt. This would have relieved the strain at Terre Haute, where the yards have been blockaded.

According to information received by the commission, Mr. Walsh has not been sending coal by the way of Westport. There have been many

## The Detroit Coal Trade.

DETROIT, MICH., October 17.—(*Special Correspondence*).—The bituminous market is strong, the demand is good and prices show an upward tendency that brings joy to the coal man. Hocking lump at the mine went up to \$2 last Monday and there is plenty of demand for it at that price. Three-quarters brings \$1.90, run-of-mine, \$1.65; nut, \$1.50; pea, \$1.35; coarse slack, eighty-five cents, and advance to almost double what it was a week or ten days ago.

The New Pittsburgh is delivering its coal, thanks to its own cars, fairly well, though the car situation is getting worse daily. Even that company finds difficulty getting its cars back to the mines for reloading.

There is very little three-quarter and run-of-mine in sight in this city and very little of any size on the tracks today, except possibly nut, pea, and slack. Jobbers find it very difficult nowadays to get hold of any coal. Large companies are being pushed to the limit with demands and, while they are filling their customers' orders the best they can they are not looking for, and, in fact, are turning down new orders.

Palmyra has advanced ten cents and is now selling at \$3.25 in Detroit. The demand for this

grade is excellent. The market is getting pretty well cleared of spot stuff. In fact, all indications in this locality point to a serious shortage within a short time. It is generally predicted that as soon as winter starts in earnest, it will be simply impossible to get enough coal into Detroit to supply the demand.

It is reported from Battle Creek, Mich., that the coal men of that city had a scare last week. A man who said his name was Reynolds and posed as a "magazine agent," dropped into town and made a few remarks about coal rates from Pittsburgh, so the story goes. The coal dealers immediately disbanded their organization. This association was founded three years ago and it is said that there was a scheme to prevent new dealers from breaking into the coal business and that the combine violated the anti-trust law and boosted the rate from Pittsburgh. It is believed that "Reynolds" was a United States government detective.

H. E. Annett, chief clerk of Agent C. J. Andrews, of the Sunday Creek Co., of Detroit, is spending his vacation among the mines of Ohio and West Virginia.

## Tennessee Coal Trade.

NASHVILLE, TENN., October 17.—(*Special Correspondence*).—The retail coal people report an excellent business this month. Many orders were carried over from last month and the delivery wagons will be kept very busy for at least thirty days more. The local firms in several instances have enlarged their yards about the city. The wholesale trade is active and in both branches of the coal business, a scarcity of coal cars is very pronounced.

E. R. Freeman of this city for himself and associates has purchased from Capt. John A. Geary and others, of Lexington, Ky., twenty-five thousand acres of coal and timber lands located on both sides of the main line of the Cincinnati Southern railroad in Pulaski county, Ky. The land is part of the famous Flat Rock Coal Co.'s property and is about 175 miles south of Cincinnati. It is underlaid with three workable seams of coal. The property will not be developed at present. The consideration is not made public.

R. A. Shiflett, chief mine inspector in Tennessee, thinks that the coal output in Tennessee this year will exceed that of last year by a good per cent. Mr. Shiflett is drawing his deductions from the production of the first nine months of the year. He states that the labor situation is satisfactory throughout the state, there being no miners out now on account of strikes. The matter of getting cars he states is one of the greatest difficulties now confronting the mine operators.

Mr. Shiflett said: "So far as I know the coke ovens in Tennessee are all in full blast, and the price of this commodity is exceptionally good. Of course there are places where the ovens are

undergoing repairs, but generally speaking probably a larger per cent of them are in blast than has been known in many years. I think the year will show that this industry, like the coal business, has had an unusually profitable business."

Probably the most gratifying feature of the mining business this year is the fact that there have been no explosions. In fact not since the mine inspection law of 1903 was enacted in Tennessee has there been any mine explosions in this state. This law was drafted by Inspector Shiflett and has proven all that its supporters claimed for it. Under the present law the inspector has almost plenary powers in inspecting mines and compelling the enforcement of such rules and regulations as may be deemed necessary for the prevention of explosions.

Harry Anderson, of John D. Anderson & Co., wholesale coal merchants here, is spending a few weeks in Colorado.

The Cotton-Evans Coal Co. has just been incorporated at Dardanelle, Ark., with a capital stock of \$300,000. The incorporators are: Thomas L. Evans, W. D. Cotton and W. E. Cotton.

The Southeastern Retail Coal Merchants' Association will meet in Atlanta early next week for three days. The sessions will be held at the New Kimball House. About two hundred members are expected to be in attendance. The officers of the association are: President, Robert W. Graves, of Rome, Ga.; vice-presidents: for South Carolina, A. O. Gower, of Greenville; for North Carolina, F. W. Weaver, of Asheville; for Alabama, W. F. Vandiver, of Montgomery.



complaints from operators along his route, so the commission has given him a final warning, declaring that he must do better or it will take matters in its own hands and make an arrangement that will be more satisfactory to the operators, the dealers and the public.

Operators say that the Vandalia has moved all the coal delivered to it at Terre Haute during the last week and that the Big Four is doing a lot better than it did some time ago. However, there is a car shortage, due very largely to the general prosperity in all lines of business. The roads in this state can not handle all the business given them and the coal trade will have to take whatever it can get.

The car shortage is keeping up the prices to a top notch for this time of the year. The domestic consumers are now laying in their winter supply. The cold snap last winter has proved sufficient warning for them not to wait until winter comes to get fuel.

The result of the good business among the retailers is an extra demand for coal at the mines. The operators are doing everything in their power to take care of all the business offered,

but under the circumstances it is impossible to supply the demand. As usual, the shortage of cars isn't such a good thing for the operators, as they can only get about cars enough to take care of their contracts.

Some best No. 4 domestic coal has sold for \$2.00 a ton at the mines during the last week. Inch-and-a-quarter and inch-and-a-half lump has brought as high as \$1.90. Egg nut has sold for about the same figures, while mine-run has averaged about \$1.25, selling sometimes as high as \$1.35. The demand for screenings has not been so heavy as it was a while back and the price has ranged from 75c to 80c a ton.

There has been no advance in the prices to domestic consumers during the last few days, but there will probably be an all-round increase of at least twenty-five cents a ton the first of November.

The Sunday Creek Coal Co., of Ohio, has just opened a branch office in the Traction Terminal building here and is preparing to make an aggressive fight for Indiana business. It has considerable trade in the gas belt. Dealers in Indiana coal say that the Sunday Creek people

have located an office here, expecting to take advantage of the difficulties they experience in getting the Indiana coal to market. As long as the Indiana operators are handicapped by poor transportation facilities, the companies from the other states have a good show here, although their freight rates are higher. If the railroad commission succeeds in forcing the railroad companies to furnish enough cars and move them promptly, the Indiana dealers say they will not have any serious trouble with outside competition, but under the present conditions they admit that the outsiders have a fair field here.

The movement inaugurated here a few days ago to form a company to pipe natural gas from the Casey and Robinson (Ill.) field has caused considerable alarm among the local dealers, who feel that their business would be badly crippled if natural gas should be piped to the city again. A committee has been appointed by commercial organizations to visit the Illinois fields to see whether or not there is a sufficient supply there to warrant the expenditure of a large amount of money to pipe it here for use by domestic consumers.

## Western General and Personal Notes.

The name of the Pullman Wood & Fuel Co., Chicago, Ill., has been changed to the Pullman Fuel Co.

The Smoky Hollow Coal Co., Albia, Iowa, is establishing an extensive library for the use of its employees.

George W. McGill, manager of the Marshalltown, Iowa, office of the Clark Coal & Coke Co., was a Chicago visitor this week.

The Diamond Coal & Mining Co., of Chicago, Ill., has increased the amount of its capital stock from \$10,000 to \$50,000.

Mr. H. M. Fergusson, general manager of the Clinton Coal Co., Old Colony building, Chicago, is making a pleasure trip through the south.

The Kewanee Coal & Mining Co., Kewanee, Ill., has filed an amendment to its charter increasing the amount of capital stock from \$25,000 to \$50,000.

A fine vein of coal six and one-half feet in thickness has been discovered at White Plains, Ky., and a stock company is being formed to develop it.

W. P. Cox, after a six months' stay in New York, has returned to his old haunts and will be found calling on the Chicago trade for some time to come.

Mr. Sidney P. Hostler, president Hostler Coal Co., Ellsworth building, Chicago, is spending a week or ten days at the Winifrede coal mines in West Virginia.

William Clauss, president Cincinnati Gas Coke Coal & Mining Co., Cincinnati, Ohio, was in Chicago this week attending the Western Gas Association convention.

Horace Clark, president Clark Coal & Coke Co., Peoria, Ill., came up to attend the world's championship ball games and he says he was well repaid for the trip.

F. M. Boynton, president F. M. Boynton, Inc., Pittsburg and Buffalo, is making a business trip through the northwest. He spent a few days in Chicago this week on his way home.

Mr. Thomas N. Mordue, resident manager of Castner, Curran & Boddie, 775 Old Colony building, Chicago, left the city Monday on a business trip for a few days through Ohio.

Charles W. Jackson was calling on his Dearborn street friends this week. He is now located at Nashville, Tenn., where he holds the position of general sales manager for the Crescent Coal Co.

Mr. J. W. Lowe, vice-president of the Weyanoke Coal & Coke Co., Old Colony building, Chicago, is making a business trip of about a week through the mining district of West Virginia.

P. C. Richards, of Richards, Ambler & Co., Plymouth building, Chicago, has returned from

a two weeks' trip in the far west. Most of this time was spent in the copper mining district of Montana.

It has been announced that the McKinley syndicate has secured ninety acres of coal land just west of Danville, Ill., and the property will be developed at once. The vein is said to be shallow and will be easily worked.

George Warren, a capitalist of Franklin, Ohio, has closed a deal for four thousand acres of rich coal and timber land in Western Knott county. A company is to be organized in the near future for the development of the property.

Work has been commenced on the new coal road which will extend from Pineville, Ky., to the coal fields near Chenoa. The land which will be opened up is owned by the Louisville Property Co., and embraces about ten thousand acres.

The Bedford Coal & Coke Co., of Chicago, Ill., has commenced sinking a shaft at Bicknell, Ind., which when completed will be one of the largest and finest in Knox county. All of the mining machinery used will be of the latest and most modern type.

As a result of an explosion in the mine of the Springfield Collieries Co., Springfield, Ill., a few days ago, two shot firers received injuries which resulted in their death. The explosion is supposed to have originated from a "windy" shot.

Extensive coal mines are to be exploited at the south end of Black Rock desert, of Nevada, by the Western Pacific railroad, and the fuel thus obtained is to be used in supplying the road. The coal in that section is said to be rich and adapted to the use of the road.

Operators and others well versed in the coal production of Alabama say that this year the output of coal mines of that state should reach at least thirteen million tons. This will show an increase of more than a million tons as compared with the production of 1905.

The Sunderland Brothers Coal Co., Omaha, Neb., has made arrangements for the erection of an immense power plant, the cost of which will be about \$100,000. The structure will be erected on the present site of the Mercer pond, which will be filled in at once.

The Dering Coal Co. is building a new town two miles northeast of West Frankfort, Ill., which will be called Dering City. A number of buildings, including residences, office buildings, stores and a hotel are being erected and it is hoped to have the new village completed by the first of the year.

It is stated that President Roosevelt has directed the department of justice to institute legal proceedings against the Union Pacific railroad with a view to securing the restoration to public domain of hundreds of thousands of acres of

coal lands alleged to have been fraudulently acquired by the road.

The north shaft of the Home Riverside Coal Co., Leavenworth, Kas., has been opened after a shut down since the first of April, at which time the miners went on a strike. After the strike was declared off in June, the shaft was not reopened as the men had secured employment in other lines of work.

Some railroad men are trying to figure out which is the most profitable, the railroad or the coal business. Some coal men are trying to figure out the same thing. The interstate commerce law makes it imperative that a choice be made. We look for some changes in railroad and coal circles before long.

Box parties at the ball games were all the rage last week. W. H. Howe, secretary Bedford Coal & Coke Co., 355 Dearborn street, Chicago, entertained several out-of-town delegations. C. H. Ryan, P. V. Dougherty, Con Connelly and John Heenan, of Terre Haute, composed one of the parties entertained by Mr. Howe.

Henry Burkhold, Cincinnati, Ohio, by purchasing the holdings of Mrs. John Cunningham in the Luhrig Coal Co., has secured control of the latter concern, thus ending the long struggle for control between the Burkhold and Kilgore interests. Mr. Burkhold has now acquired three-fourths of the \$350,000 capital stock.

Democrats, republicans, socialists and prohibitionists in the coal trade are working hard for the election of Jacob A. Mueller, who is a candidate for county commissioner. Mr. Mueller has been connected with the Crescent Coal & Mining Co., Plymouth building, Chicago, for the past ten years and has a host of friends in the coal trade.

Eight parties of geologists, working under the geological survey, are closing a careful investigation of coal lands in the public domain. The reports, when completed, will give the best view ever secured of the extent, character, value and accurate location of the coal fields affected by President Roosevelt's late order withdrawing coal lands from entry.

According to a statement made by Mr. Ross, president of the Rock Creek Coal & Lumber Co., Somerset, Ky., the Black Diamond & Southwestern railroad is to be built from Ashland, Ky., to Nashville, Tenn., and connect at the latter city with the Illinois Central. Surveys have already been made from Nashville to Somerset and rights of way secured.

Dr. Henry M. Payne, civil and consulting engineer, Williamson, W. Va., has been elected general superintendent and chief engineer of the Mingo Block Coal Co., and will close his present business to assume control of the company's five operations on December first, on which date his present offices in the White building, at Williamson, W. Va., will be retained by the coal company as its headquarters.





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President, J. C. Golsem, Terre Haute, Ind.; Vice-President, Hugh Shirkie, Terre Haute, Ind.; Secretary and Treasurer, Philip Penna, Terre Haute, Ind.; Executive Committee, E. Shirkie, T. C. Keller, F. J. Urbain, Otto Heyden, John McFadyen, J. Smith Talley, Hugh Shirkie, J. K. Seifert, Job Freeman, John Hewitt, David Ingle and Martin Cahill.

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**The 53c  
Strike.**

In every successful business there is usually one person herd of business men. How he became manager, why who stands head and shoulders above the common his judgment is considered infallible on almost every question, why men rely upon his sagacity and rational intuition are all questions in which we are not interested. But the characteristic which differentiates him from his fellows, the innate or acquired power which enables him to take the lead and accomplish the goal, that is of deepest concern.

Observation seems to prove the hypothesis that the man who does the thing without asking "how," who is original and persevering, who keeps everlastingly at it, is the one who wins. This, no doubt, is the measure of ability. This attribute is sure to manifest itself in the interim of an interview. The coal trade as well as every industry, is looking for just such men, those who can cope with emergencies, wisely manage the unforeseen and act with discretion in times of strained circumstances. It is not always book learning or scientific knowledge, but earnest concentration of all powers of mind till the most rational and expedient course is available. Every large enterprise has men connected with it who are characterized with imbecility, slumbersome attention, dowdy indifference and half-hearted "stick-to-it-tive-ness." What is the result? When they are found out they join the club of the "has beens."

Take an example: the president calls in a clerk and asks him to look up the comparative tonnage for 1905 and 1906 on the leading classes of coal coming to the Chicago market. Does he go out and do the thing at once? No! He comes back and asks where to get the statistics, which coals are meant, if Jack can't do it, or some other fool-question rather than "getting the thing done." It is this lack of independent initiative, this required supervision, that makes the average man's services almost valueless. He must cultivate the power of originality and concentration. America is the greatest nation in the world for shaking up society and bringing the best to the top. Some of the greatest industries have been made by the efficient training of those who possessed the initiative. The process of

weeding out is going on all the time and varies directly as the scarcity of help—the less men are needed the finer the sifting process. This is simply the "survival of the fittest." The coal trade employs about 550,000 men. There are few industries in which labor troubles are more predominant than in the coal business. Every week we hear of some kind of a strike. The other day a number of miners walked out because the company would not pay a fifty-three-cent debt of one of the brothers. This infirmity of will, this moral stupidity, this abject failure to "take hold and lift," sows the seeds of discontent. No doubt these strikers today walk the streets looking for employment. All who know them fear that they would become pangs of poison, causing discontent and trouble if given work among their men. Such people are impervious to the law of mutual benefit and the only thing which makes a permanent impression is the toe of a number ten boot. Some will say that the laborer deserves sympathy. Of course he does for honest effort; but do not forget the old man behind the desk, his hair rapidly turning gray, the heartless ingratitude which he receives for successfully operating an enterprise giving employment to thousands who otherwise would be homeless and hungry. His time is not limited by the whistle and his problems are not solved by sympathy. He appreciates the man who works just the same when the "boss" is away; who has a higher sense of justice than to strike through "sympathy"; who can not suffer graft in silence; who stands for the "square deal"; who will lend his neighbor a helping hand; who is patient and courteous; holds that success is no proof of character; and that wealth is no evidence of worth. Progress is one long search for such a man. Every city and town wants him. He is required in every office and factory and shop in the land. The world cries out for such a man as this—the man who can "get the thing done."

**Coke and Iron.**

Mordecai Cochran was a farmer. In 1843 he built two boats on the banks of the Youghiogheny river. His farm contained three hundred acres of land much of which covered the now highly valuable seam of Connellsville coking coal. Knowing the value of the coal and possessing an instinct conducive to making the most of hidden opportunities, the Cochrans, Mordecai, Sample and James, mined the coal, manufactured it into coke, loaded it on a boat, and "one bright morning" started down the river to Cincinnati in search of a market. Miles Greenwood, at the time was the chief iron manufacturer. He claimed he did not need any coke, and doubted its value as a fuel in iron smelting. After much persuasion, however, he was induced to send his carts down to the boat in order to get enough coke with which to make the test. To his surprise, Mr. Greenwood found that a wonderful amount of heat could be produced by the "strange fuel," and he told Mr. Cochran to go home and make as much coke as possible; that he would buy all that he could ship him.

This was the introduction of coke into the iron industry, and one of the forces which made Pittsburg the center of the steel world. No one who has never been through the coke region can imagine the extent of this industry which has been one of the factors in making America the leading nation of the world in the production of iron and steel. Today the coke region of Pennsylvania in the words of Mark Twain "looks like hell with the lid off." There are over eighty-nine plants producing over fourteen million tons of coke per year. These plants operate 23,358 ovens, which are all of the bee-hive type, with the exception of fifty belonging to the Solvay process.

These two industries, coke and iron, have reacted on each other. When it was found that iron could be produced more cheaply and used for a multiplicity of purposes the demand for it constantly increased. Now the demand is far beyond the capacity of the mills. The great industrial activity of the country, the large increase in the number of manufacturing concerns and the unprecedented activity in building up the great metropolitan centers of trade, have made such a demand for iron and steel that the mills are already booking orders for 1907. It is obvious that all this industrial progress requires more and more coal. At the present time the Connellsville region is producing about 280,000 tons of coke per week, and the price is usually firm at \$3.00. It takes about sixteen thousand cars to haul this enormous output to market, which, of course, has its effect on the car shortage, since the number of cars required is constantly increasing.

From all indications the coke business will continue to grow. The United States Steel Corporation is planning to erect from twenty-four to thirty additional open-hearth furnaces in Pittsburg and Cleveland districts and three or four new blast furnaces in Pittsburg. The demands of these additions and the constantly increasing activity of the country will continue to make the market as firm as it has been ever since Mordecai Cochran gave away two cartloads of his coal to prove to Greenwood the superiority of coke in smelting.



## The Evidence in the Case.

The following item appeared in THE BLACK DIAMOND's issue of October sixth:

Here's a good joke that will be appreciated by the newspaper fraternity if not by the coal men. Our yellow covered contemporary *Fuel* prints an article in its issue of October second on the Short Weight Evil by R. E. Harris and states that it was "Written for *Fuel*." The entire article appeared word for word in the September twenty-ninth issue of THE BLACK DIAMOND four days previous to the date of the publication in *Fuel*. The Chicago *Tribune* must look to its colors if it expects to remain at the top of the list in the "scooping" game."

The extensive staff of our contemporary evidently did not see the humor of the situation. This little item must have caught the editor, general manager, advertising manager and several lesser lights in the solar-plexus. When you're fat and out of training a thrust in the solar plexus will cause considerable anguish.

Last week THE BLACK DIAMOND sent out a number of postal cards to prospective advertisers. The following is a reproduction of the postal card:



OLD COLONY BLDG. CHICAGO

If ever a trade journal was entitled to the loyal support of the industry which it represents, it is the Black Diamond. It is not confined to exploiting one particular branch of the business, but is published in the interest of the retail dealer as well as the operator and wholesaler. One of its best features is that it gives the actual trade conditions at the principal trade centers, and its quotations can be depended upon.

It has the courage of its convictions and is always on the right side of any question affecting the coal industry. Any marked improvement is out of the question and all you should hope for is to maintain your position at the head of the list.

FRANK MCGREW, Kankakee, Ill.

We receive letters of this character nearly every day in the year from retail dealers.

Don't you think it would pay YOU to advertise in a journal that stands so well with the retail trade?

We would like to quote you rates,

THE BLACK DIAMOND.

The last issue of *Fuel*, which is printed in Chicago and having offices in the Old Colony building on a floor somewhat nearer the dwelling place of his Satanic Majesty than THE BLACK DIAMOND, contained the following paragraph:

"Here's a good joke that will be appreciated by the newspaper fraternity as well as by the coal men who are laughing and saying funny things about it. A coal trade contemporary, which shall be nameless, beyond the fact that it is a weekly printed in Chicago and having offices in the Old Colony building on a floor somewhat nearer the sky than *Fuel*, is hunting through its accumulated mail for complimentary references to the aforesaid paper. A few years makes no difference in the desirability of such a letter, and what makes the coal men smile is the printing of a very complimentary letter received from an Illinois coal dealer over four years ago—before *Fuel* was started, when the—excuse us—when this aforesaid contemporary was the only coal trade weekly this side of New York. The compliment is as stale as some of the contemporary's coal news. Put the dates on your nice letters."

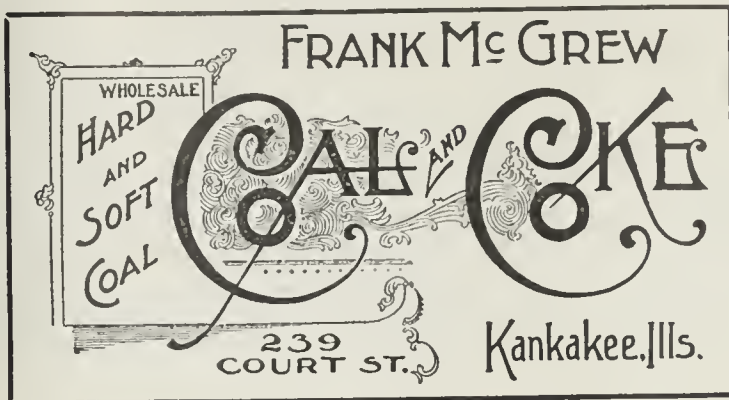
Ananias would rise from his grave and surrender his position at the head of the list of famous prevaricators if he happened to read the above item. The letter in question, which we produce herewith, was received this year and not four years ago. Note the date on the letter. That portion of the above paragraph which states that the letter was received be-

state's annual production. The Santa Fe consumes in its locomotives, within the state of Kansas, daily 1,793 tons, monthly 55,583 tons, and yearly 666,996 tons. Of this total 200,136 tons are bought in Colorado. The Santa Fe is the largest consumer of coal mined in the state. To establish a supply of coal for its locomotives it has opened or caused to be opened more coal mines in the state than any other institution or individual. The marvelous growth of the city of Pittsburg and the congestion of population in the mining camps round about

SALES SUBJECT TO PRICES RULING ON DAY OF SHIPMENT.

Telephones:  
Main Office, Black 177W  
Yards, Red 215 R  
Residence, Union 207 Y

When you want coal of any kind quick, wire or phone order at my expense.



McG.

BITUMINOUS.

BARCLAY  
DUQUOIN,  
CARTERVILLE,  
BRAZIL BLOCK,  
POCOHONTAS,  
(Smokeless)  
DAVIS SMITHING.

1/11/1906.

The Black Diamond,  
Chicago, Ill.

Gentlemen-

If ever a trade journal was entitled to the loyal support of the industry which it represents, it is The Black Diamond. It is not confined to exploiting one particular branch of the business but is published in the interest of the retail dealer as well as the operator and wholesale dealer. One of its best features is that it gives the actual trade conditions at the principal trade centers and its quotations can be depended upon.

It has the courage of its convictions and is always on the right side of any question affecting the coal industry. Any marked improvement is out of the question. All you should hope for is to maintain your position at the head of the list.

Yours truly,

*Frank McGrew*

fore *Fuel* was "started," is probably true for the reason that nearly everyone in the coal trade is of the opinion that *Fuel* is yet to make its "start." The Chicago coal trade and some of *Fuel's* stockholders are still waiting for the "start" to be made. In closing we wish to call the attention of *Fuel* to a few more "nice" letters which will be found on the colored insert page appearing in this issue. Kindly notice that the dates are attached and that we have several files full of letters of this character which we could publish if space would permit.

### Notes on Kansas Coal.

From the coal mines of Kansas the Atchison, Topeka & Santa Fe takes daily 2,300 tons, monthly 71,600 tons, and yearly 859,000 tons. This is thirteen and one-third per cent of the

that splendid city may be traced directly to the money invested by the Santa Fe in coal properties there.

The coal produced from the Kansas mines, except the comparatively little which is sold in Kansas City, St. Joseph, Joplin and other border towns, is burned by Kansas families and Kansas industries, and by railroads operating in Kansas and Oklahoma. In addition the western part of the state obtains large quantities of the production of Colorado mines.

All mines of the Western Coal & Mining Co., at Lehigh, I. T., are being operated on full time, and Superintendent Cameron states that the company has sufficient orders booked to insure running on full time for several months. He further states that it has been a long time since the coal business had such a bright outlook so early in the season.



## Longwall System of Coal Mining.\*

(Continued from last issue.)

As already stated the only longwall mines in the Missouri field which have what may be termed

ordinarily from three hundred and fifty to four hundred feet of face. A record run of six hun-

chines it may be stated that from July fifteen to Christmas of last year no machine caused a loss of a whole shift from any cause. The delays occasioned by the six machines during this period of more than five months were slight, and repairs were always completed before changing shifts. At the surface is a well-equipped machine shop in charge of a capable master mechanic, C. F. Wilhelm. Minor repairs are made at the face, and it is seldom that a machine is brought out. Cutting is done only at night, except in rush times, when day shifts also are run.

All hauling is done by mules. Loaded "boxes" are pushed out from the face onto the nearest roadways, whence mules haul them to the shaft bottom in trips of from five to eight. Each "box" carries a load of about one ton. The length of the haul varies from eleven hundred to thirty-five hundred feet, with an average of twenty-three hundred feet. The track gage is twenty-six inches, using sixteen-pound rails in the roadways and eight-pound rails for the face track.

G. B. Beatty is general manager of the Farmers' Coal Co.; Thomas Thomas, Sr., is superintendent, and G. R. Beatty is in charge of the Higginsville office.

Next in order of its electrical equipment by the Goodman Manufacturing Co. was the mine of J.



Fig. 14.—Top Works at Shaft No. 3—Farmers' Coal Co.

fairly large productions are those using electric mining machines. These machines are invariably of the Goodman type with the exception of the old Sperry machines still in use by the Western Coal & Mining Co. near Lexington.

The five machine mines which have been selected for illustration and more particular description at this time are those of the Farmers' Coal Co. at Higginsville; of J. C. McGrew near Lexington; the Independence Coal Mining Co., at Napoleon; the Laning-Harris Coal & Grain Co., at Wellington; the Western Coal & Mining Co., near Lexington.

### Farmers' Coal Co.

The Farmers' Coal Co. has a large lease, from which is secured an exceptionally fine domestic product. The vein is eighteen inches in thickness and lies at a depth of only forty feet. Coal is now being taken out from shaft No. 3, at which is located the plant shown in Fig. 14. At the present time the face is approximately semicircular, and about five thousand feet in length.

In 1899 a Goodman installation of generating equipment and four longwall machines was put in. Two machines were added in 1901, another in 1902, and three more in 1904. Two of the original four having been sold in the meantime, the present mining equipment consists of eight Goodman longwall machines, all driven by a 100-kilowatt generating unit.

At this time the Goodman machines undercut forty-four inches and produce an average of fifty

dred and sixty-six feet in eight hours was made on one occasion, when the cutting was clean and



Fig. 15.—Tipple and Power House of Independence Coal Mining Co.

the machine and loaders ahead had left a perfect floor.



Fig. 16.—Plant of the Laning-Harris Coal & Grain Co.

tons each per shift of eight hours, traversing

\*From *Electrical Mining*.

The mining season for the Farmers' Coal Co. is from July to February. As showing the character of service rendered by the Goodman ma-

C. McGrew, just west of Lexington. Mr. McGrew has the most complete electrically equipped mine in this section, not only undermining his coal with the Goodman longwall machines, but also using Goodman locomotives for hauling out the product.

The mine is opened up by a drift directly into the bluff along the south bank of the Missouri river. A general view of the exterior plant is shown in Fig. 17, taken from the dirt dump extending out into the river. This dirt dump is reached by a separate opening which branches off from the main drift a short distance inside. At the extreme right in Fig. 17 is the power plant, with boiler house and machine shops adjoining on the left. Centrally appears the tipple.

In the power house, Fig. 20, are installed two generating units, each consisting of a 100-kilowatt Goodman mining generator, driven by a 150-horsepower McEwen engine built by the Ridgway (Pa.) Dynamo & Engine Co. These two units provide current at 250 volts for lighting and for driving the seven Goodman longwall machines in use at this mine and the four four and a half-ton single-motor type Goodman locomotives which haul out the coal.

The locomotives go to head rock in the roadways and there pick up trips of boxes pushed out from the face by the loaders. Any one of these Goodman locomotives can haul out from seventy-five to a hundred boxes, each box carrying a load of about twelve hundred pounds.

At present the length of face being worked at the McGrew mine is about five thousand feet.



Four hundred tons is an ordinary day's production, but the capacity of the mine, reached and even exceeded during the busy season, may be stated as about five hundred tons. Thomas Wedge is superintendent at the mine; J. W. Bills, formerly associated with the Goodman Manufacturing Co., at Chicago, is electrician; F. M. Curtis is engineer at the power plant.

#### Central Coal & Coke Co.

Following shortly after the J. C. McGrew installation, the Goodman Manufacturing Co. placed several longwall machines in the Murlin mine at Fleming, Mo., on the north side of the river, directly across from Wellington. This property is now in the hands of the Central Coal & Coke Co., of Kansas City. A recent serious cave-in of the shaft has shut the mine down completely for the present, and the Goodman machines are not in operation.

#### Independence Coal Mining Co.

A few months later a small electric machine plant was supplied by the Goodman Manufacturing Co. to the Independence Coal Mining Co. for use in its mine near Napoleon, twelve miles up the Missouri river from Lexington. This mine is a shaft proposition, producing one hundred tons per day by the use of two Goodman electric longwall machines.

In the power house is a 75-kilowatt Goodman

actual coal production, by purchase of the Carter mine. Not only does the Laning-Harris company sell both at wholesale and retail the "Daisy" coal from its own mine but also is a large dealer in the magnificent domestic fuel mined by the

many of the more important ones, required in maintenance of the mechanical and electrical machinery.

Haulage tracks from the mine pass over the usual scales and terminate at a large "flat-sheet,"



Fig. 17.—General View of J. C. McGrew's Modern Plant.

Farmers' Coal Co. at Higginsville and known throughout the Kansas City district as "Genuine Original Farmers' Coal."

With these two domestic fuels, the "Farmers"

from the outer edge of which several tracks lead to the tipping edge above the railroad track. At the edge, the rails forming these tracks are bent to form a hook into which the forward wheels of the box (or mine car) drop and stop, allowing the coal to slide off freely into the ear below. The entire overhanging portion of the dump is in the form of a counterbalanced apron which may be swung upward to give proper clearance for free passage of a locomotive or cars on the railroad track. (In Fig. 17 the apron at the McGrew tippie is shown turned up in this way.)

At the edges of the flat-sheets all rails have their webs and bases cut away for a few inches, leaving this length of the head alone to extend onto the flat-sheet. On the flat-sheet the boxes, either loaded or empty, are readily shifted about and directed to any of the several tracks leading to the dump at the edge of the apron. The use of several dumping tracks, five in this case, permits complete loading of a car with one setting.

Leading into the mine are two tracks, merging into a single track at a proper distance inside. Naturally these two tracks at the opening and to the tippie are used, the one for bringing loads out, the other for assembling trips of empties to go back.

The new generating unit installed by the Goodman Manufacturing Co. consists of a 17x16-inch McEwen engine of one hundred horsepower, running at 250 revolutions per minute. Driven

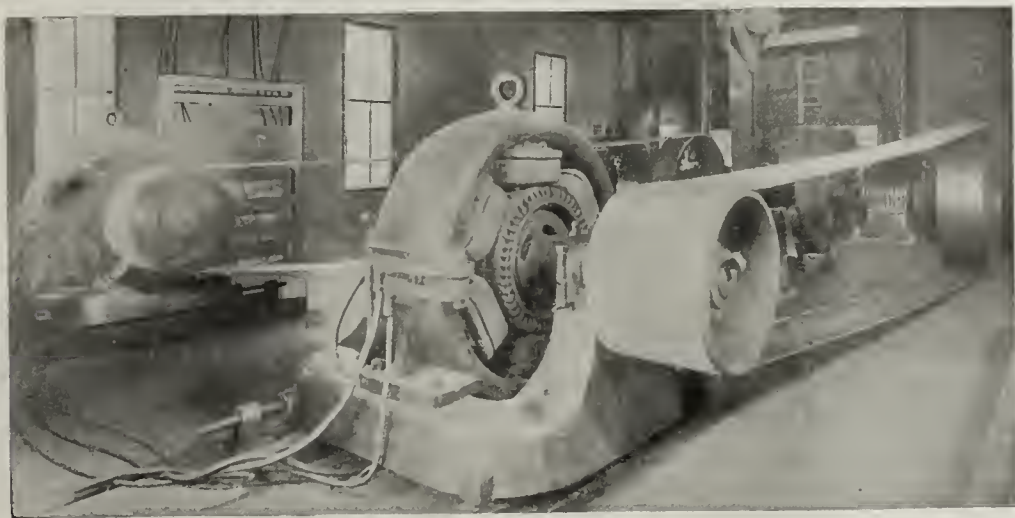


Fig. 20.—Two 100-Kw. Electric Units at J. C. McGrew's Mine.

mining generator, which supplies current for the two longwall machines, with reserve capacity such as to provide for future addition of one or even two machines. Fig. 21 shows this Goodman generator, as also the Goodman single-panel marble switchboard, fitted with circuit breaker, switches, measuring instruments, etc.

The vein of coal runs about twenty-two inches thick at this point, and, although necessarily reached by shaft, a continuously circular face can not be had, and the mining machines must be shifted back to the starting point of the face after each complete traverse. Fig. 24 shows one of the Goodman machines in this mine ready for unloading from its truck after having been shifted from the end of the face back to the starting point.

Only by use of the Goodman longwall machine could a property of such modest proportions and pretensions as this of the Independence Coal Mining Co. be made to produce anything like its regular output of one hundred tons daily. Management of the mine is in the hands of Alvin R. May, auditor; David Crow, superintendent; L. R. Miller, electrician.

#### Laning-Harris Coal & Grain Co.

The latest electric longwall installation of the Goodman Manufacturing Co. is at the "Daisy" or old Carter mine of the Laning-Harris Coal & Grain Co., near Wellington, about half-way between the McGrew and Independence properties.

This company, whose main offices are at two hundred West Ninth street, Kansas City, is not only a dealer in coal but also in wood and other fuels, as well as grain, hay, etc. In fact, a merchandising business in these commodities was done for years before the company undertook

and "Daisy," the Laning-Harris Coal & Grain Co. is enabled to supply a large trade, not only with a very high grade fuel, but also with an excellent second grade whose lower price places



Fig. 21.—Goodman 75-Kw. Generator and Switchboard—Independence C. M. Co.

it practically on an equal footing with the better coal.

Fig. 16 shows the fine new power house, whose equipment was recently installed by the Goodman Manufacturing Co. Under the same roof is also a very complete and well-equipped machine shop, in which are made all of the minor repairs, and

at 600 revolutions per minute by belt from one of the engine flywheels is a 125-kilowatt Goodman six-pole mining generator. The 250-volt current is delivered to the Goodman single-panel marble switchboard and distributed thence to the various points of use. Steam for driving the engine is supplied by two horizontal tubular



boilers, made by the Atlas Engine Works, Indianapolis, Ind. The power house equipment is complete with feed heater, oil filter and other items essential to economical operation.

The productive capacity of the mine is about 200 tons per day under ordinary single-shift working of the four Goodman longwall machines here installed. The coal runs about twenty inches

thick, with from eight to twelve inches of block slate between it and the ten-foot stratum of limestone "cap rock" which forms the mine roof. Underneath, between the coal and the fire-clay in which the mining is done, lies a sulphur band varying from one to five inches in thickness. Both the block slate and the sulphur band separate readily from the coal and are gobbed back to form the pack walls for proper support and control of the roof. The coal itself, therefore,

four, now being built for the Western Coal & Mining Co. and to be installed at one of this company's three mines in the vicinity of Lexington.

From these three mines there is now being produced about 1,000 tons daily, the seam of coal running about twenty-two inches in thickness. Each is a shaft proposition, with the coal



Fig. 23.—Rear of the Goodman Machine, Showing Face of Coal and Cutter Chain Working in Fireclay Beneath.

thick, with from eight to twelve inches of block slate between it and the ten-foot stratum of limestone "cap rock" which forms the mine roof. Underneath, between the coal and the fire-clay in which the mining is done, lies a sulphur band varying from one to five inches in thickness. Both the block slate and the sulphur band separate readily from the coal and are gobbed back to form the pack walls for proper support and control of the roof. The coal itself, therefore,

duces a photograph of one of the Goodman machines working at the face in the Laning-Harris mine.

Boxes of 1,200 pounds capacity are used, hauled out by mules in trips of up to ten and even twelve. The track gauge is eighteen inches, laid with sixteen-pound rails in the roadways and with twelve-pound rails along the face.

Officers of the Laning-Harris Coal & Grain Co. include C. B. Laning, president; L. D. Lan-

lying at a depth averaging about 150 feet. A completely circular face is worked in each case, and the old Sperry machine, with rack rail method of operation, has been the prevailing type up to the present time. With each Sperry machine are four sections of rack rail and four jacks, all of which are continually in the way of shovelers, who also must leave their work every time a jack and rail section are to be



Fig. 24.—Goodman Machine on Truck, Ready to Unload at Starting Point of Face—Independence C. M. Co.

comes out clean and blocky. The slate, coal and sulphur, after being undermined by the Goodman machines, falls easily, and neither sprags nor wedges are much used.

A map of the workings at this mine was reproduced as Fig. 6 last week. The total length of face at the present time is approximately 2,200 feet, giving about three-fourths of a complete circle. Under ordinary conditions each ma-

ing, secretary; H. Harris, manager and treasurer; W. F. Kerdolff, traveling sales agent. W. G. Stealy has recently been installed as superintendent at the mine; Frank Wooler is foreman and Lee Boyer is electrician.

#### Western Coal & Mining Co.

The most recent purchase of Goodman longwall machines is represented by an order for

shifted ahead. During these periods dirt may be carried back into the kerf by the cutters.

The motors in these old machines are of fifteen horsepower, which shows their inherent weakness as compared to the modern Goodman machine of thirty-five horsepower.

Capt. B. T. Wiley is superintendent of the Lexington division of the Western Coal & Mining Co.



# The Suppression of Industrial Smoke.\*

Particular Reference to Steam Boilers.

A. Bement, M. W. S. E.

The problem of burning bituminous coal without producing smoke can be divided into two distinct features, one referring to legislation and its enforcement, the other to the technical or engineering phase of the matter, and it is more particularly the latter feature that is considered in this paper. It is the author's wish to emphasize certain fundamental principles upon which the complicated and difficult problem of smoke production and suppression rests, rather than attempt the detailed treatment of any individual condition or set of conditions.

It is a recognized fact that bituminous coal can be burned without smoke; also that the consumption of the volatile gases results in increased economy, and while great improvement has been made, there is very much still to be accomplished, and the great and foremost requirement is a technical one, demanding not only a recognition of the principles involved in smokeless combustion, but better engineering practice as affecting design of plants and furnace apparatus. In the author's opinion, the people who are to blame for present conditions, may be divided into three classes in the order of their responsibility:

First—Manufacturers of furnace apparatus.

Second—Consulting engineers and architects.

Third—Purchasers who operate the apparatus.

In considering the matter from the standpoint of manufacture, the important fact should be emphasized, that with one possible exception there are, strictly speaking, no smokeless apparatus made. This single exception will be mentioned later, but it is first desirable to outline the requirements governing smokeless combustion. They are—

First—Uniform evolution of the volatile gas, which requires with a stoker a positively uniform feed of the coal.

Second—The location of a chamber of sufficient length or capacity between the fire grate and exit to the boiler, to ensure that the volatile gases shall become thoroughly mixed with the air which enters with them.

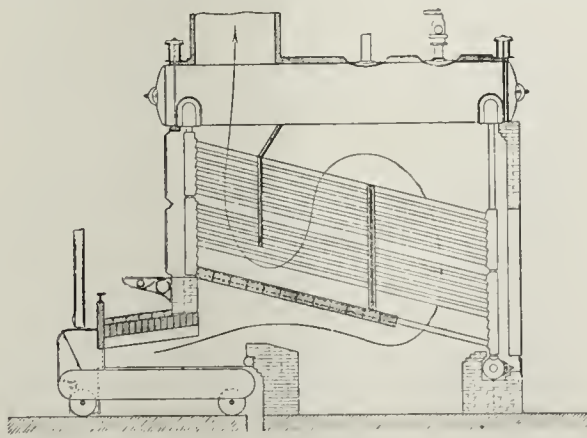
Such chamber, which the author has called a furnace, to distinguish it from the grate, must, of course, be made of refractory material to enable it to withstand the heat, and its walls necessarily become red hot; this has caused many people to believe that the high temperature in itself was the cause of the volatile gases being burned, failing to take into consideration the fact that the most important requirement is a thorough mixing of the gases with the air in the chamber. Failure to realize this fact has resulted in disappointment with many brick arches, "Dutch ovens," etc. The chain grate, owing to its feed of coal being on a horizontal line, ensures a positively uniform rate in the feed, and consequently there is a steady evolution of the volatile gas, which will be burned if there is such furnace located between it and the boiler, and this apparatus may properly be called smoke-proof, because it is impossible for the operator to either cause, or allow the coal to be fed in other than a steady and uniform manner.

Even when a very large furnace chamber is used with any form of stoker (other than a chain grate) or a hand fired grate, a smokeless condition is dependent upon careful manipulation. For example, with a hand fire, if too much coal is added at one time, the evolution of gas will be greater than the mixing capacity of the chamber; or, with sloping grate stokers, when a large quantity of coal is poked or slides down the grate, the result is the same as when a large charge of coal is added to a hand fire. Thus the fuel feeding apparatus or method of manipulation, must not overtax the mixing capacity of the furnace chamber, if a smokeless result is to be secured.

The accompanying illustration shows the latest and best type of smoke proof steam generator, its furnace chamber being formed by tiles covering the lower row of the tubes of the boiler. It is

not a patented apparatus and may be adopted by anyone who wishes to do so. In fact, many boiler plants now installed, may at small expense be altered so as to conform to all of its essential requirements. While this particular improved apparatus has already been built when demanded by purchasers, no manufacturer is willing to erect it unless required to do so. The nearest approach to a smoke proof apparatus in the form of a complete steam generator, offered by any maker, consists of a brick arch as an essential adjunct for the direction of the gases against the tubes of the boiler, and when this manufacturer installs a chain grate under this arch, it becomes the above mentioned exception to the rule. This does not mean, however, that a purchaser may not buy a boiler from one maker, a stoker from another, and with a little engineering produce an apparatus which is strictly smokeless, but that an entire apparatus of satisfactory character as a unit, cannot be purchased from any other manufacturer.

For a clearer understanding, it is essential that furnace apparatus be considered in two classes, one which is smoke proof, the other depending upon careful manipulation for good results. This latter class may also be separated into two divisions, those which by reasonably careful working will be smokeless, and others, which it is



very difficult to operate without smoke. Thus there are three grades of apparatus, the perfect, the moderately good and the bad.

The effort of health departments and smoke inspection bureaus should be to enforce the adoption of the perfect apparatus, proper manipulation of the moderately good and the abandonment of the bad. Unfortunately, however, the most serious offenders—the manufacturers, consulting engineers and the architects, are not affected by the smoke laws, therefore can only be reached indirectly through the purchaser who bears all of the burden. Thus the only alternative is to enforce the laws in such manner as to be most effective.

The position of the smoke inspector from the engineering standpoint is a difficult one. As a general rule he is an administrative official, appointed or elected for the purpose of enforcing laws, and his time and efforts are taken up in such work, and the character of the requirements largely determine the training of the man selected. It necessarily follows that often he is not an engineer, at all events to that extent necessary for the solution of the difficult engineering problems encountered; the conditions under which he must necessarily work, prevent to a very great extent his becoming technically proficient, because the tendency would then be for certain apparatus to be recommended in preference to others; this immediately results in trouble, caused by the influence of manufacturers who would not be favored. As it is, if a prospective purchaser applies to a smoke inspector for information as to the most desirable apparatus to be procured, he may be referred to a number of plants which are examples of good practice, in which, may find a variety of apparatus, and selecting one of these he often finds after it is in

service, that under his conditions it is not satisfactory; upon further investigation, he discovers that others labor under as much difficulty as he, and thus often feels that he is an innocent victim of circumstances.

There are many plants where conditions render it difficult to correct the apparatus except at great expense. Such cases present a real problem to the smoke inspector. On the other hand there are many owners who do not try to improve conditions, in fact, make no effort to discover whether or not they can correct their practice or the apparatus, and make promises they do not intend to fulfill. One of the most common excuses is, that their boilers are "overloaded" and for this reason they can do nothing, and unless the inspector is an engineer and familiar with this phase of the matter, he often encounters a seemingly insurmountable difficulty, when in reality these same owners, for reasons of economy, would not work their boilers at a lesser capacity. As a matter of fact, the practice which ensures a smokeless condition, also results, as a general thing, in the production of a large capacity. The remedy with such owners is a drastic enforcement of the law.

In view of the fact that the greatest trouble is one that may be overcome by better engineering practice, and that there is no accepted or recognized independent source of information for the guidance of well intending purchasers, it is recommended that the engineering experiment station of the University of Illinois and the state geological survey, present information to the people of this state, which, coming from such sources, may be accepted with confidence and used to advantage.

## Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report as follows:

Since our report of the eighth there has been little, if any, change in the freight market and tonnage is still scarce.

Among the recent fixtures for export coal are the following: Steamer "Parran," 1,245 tons register, Norfolk to Barbados, at or about \$1.80; steamer "Huttonwood," 2,333 tons register Range to Tampico, at or about \$1.50, December; steamer "Nymphaea," 1,249 tons register, Norfolk to Havana, at \$1.50; steamer "Progreso," 1,015 tons register, Baltimore to Cardenas or Sagua, at \$2, and steamer "Thorsdal," 1,381 tons register, Newport News to Havana, at \$1.50.

We would quote freight rates by steamer as follows: \$1.50 to Havana or Matanzas; \$2 to Cardenas or Sagua; \$1.60 to Cienfuegos; \$1.70 to Daiquiri; \$1.75 to Santiago; \$1.75 to Colon; \$1.80 @1.85 to Port of Spain, Trinidad; \$2@2.10 to St. Lucia; \$1.70@1.80 to St. Thomas; \$1.85@1.90 to Barbados; \$1.60 to Kingston; \$1.35@1.45 and p. c. to Curacao; \$2.50 to Demerara; \$1.80 @1.90 to Bermuda; \$1.50@1.60 to Vera Cruz; \$1.50@1.60 to Tampico; 16s to Buenos Ayres; 17s to Rosario; 16@17s to Rio; 17s to Santos; 10s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$6 and discharged, to Manila; \$6.50 to Japanese ports.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending October thirteenth, the corresponding week last year, the year to date, and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending Oct. 13, 1906....	17,506	22,274	39,780
Corresponding week, 1905 ....	19,480	23,687	43,167
Total for 1906.....	603,109	872,841	1,475,950
Corresponding period, 1905 ..	533,243	763,865	1,297,109

Increase in tonnage during 1906 to date, as compared with the same period last year, amounted to 178,841 tons.

\*Presented before the Western Society of Engineers, October seventeenth.



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
New York, October 8, 1906.

Lower temperature during the past week developed business conditions in the anthracite trade where more activity is apparent and with a seasonable climate, the influence for a good movement of coal is significant. Weather indications for an early winter has already induced more business from the west and northerly points, while the uncertainty of a full car supply is also having its effect to secure some tonnage in advance of actual requirements. A steady improvement in the demand from now on may be expected. Trade local to the main lines east of the mines and for New England all rail delivery points, is showing considerable activity, with an increase in orders that is giving shippers about all they can take care of with the present supply of cars. Shipments to the west are reduced, owing to the congestion on some of the connecting roads and the lack of equipment for loading at the mines, which is delaying much business that ought to have gone forward before now. With no improvement of conditions in sight it is not unlikely that there will be a shortage in the supply at those points on the close of navigation, which must call for heavier all rail delivery later on.

### Steam Coals Short.

One of the features of the trade that has been gradually developing for a month or six weeks past is the depletion of the stocks of steam grades, which have been so greatly reduced that it is feared a scarcity may occur sooner than was anticipated. All interests that carry over a quantity of these coals for winter distribution when the demand for them becomes greatest, find that the balances on hand have been reduced anywhere from twenty-five to fifty per cent. This in many cases is under what has been carried in previous years at this period, and is looked upon as likely to become more critical as an increased demand for it sets in. Rice coal is one of the most active in the market, with shippers behind in furnishing full requirements, and in cases are refusing to accept further obligations on this grade, while other sizes are gaining strength daily. The continued increase in the demand for this class of fuel in recent years is its development for power and heating purposes. The large demand comes from the enormous building construction that has been going on in all large municipal centers—also from office buildings and apartment houses. This is of marked interest to the trade, and assures even a greater consumption in the future. The short tonnage in September has helped to accentuate the situation on the fine sizes and has made the market generally much stronger, permitting of a larger production of coal during

the current month, with a larger proportion of it going into consumption than that of a year ago. This will also be true of the current year's production, as much coal was stocked in 1905 to be used against any possible shortage in supply by labor troubles, which were at that time being agitated. Purchases since the fall circular has been in effect this year have been made with the view of supplying present needs, and the belief is that the requirements from now on will be for current use. The carrying companies seem to have about all the business that can be taken care of with the present available facilities, and any stimulus given the trade that would increase the demand to any extent, it is thought would interfere with its movement. Shipments at tidewater are better than they have been for some time with an increased number of coastwise barges employed in the trade. In the east and sound ports the demand for more coal is now apparent with orders coming in somewhat more freely. Trade at the shoal water ports is urging for additional cargoes in order to round up stocks before ice makes. In the local market there is a fair business doing, stocks moving out in larger quantity from dealers' yards, is having a good effect upon the trade. The all rail business is, however, the most attractive, in that it is more active and regular in its requirements.

The Atlantic seaboard soft coal trade is not much changed from last week. The consumers continue to take a better supply of coal than in the summer season and the demand is nearly up to the supply of cars, and if there should be an increase in the requirements for coal cars would not be forthcoming to meet this increased demand.

The transportation superintendents of the railroads in a number of cases have issued appeals to their patrons to give better dispatch in unloading; in one instance, in particular, showing that if one hour could be saved upon all their cars it would throw a large additional supply of cars into their hands for the immediate needs. The whole question with the trade at the present time is one of cars only. Some people claim that the railroads are preparing for a very heavy grain trade that is now moving and is expected to increase in the near future. As the coal trade uses only open cars to any material extent it can hardly be seen how this would affect the coal trade except in the way of motive power.

Others claim that a great quantity of rolling stock has gone west and is tied up there in one way or another, making the supply of rolling stock just so much shorter for eastern shipment. This looks more feasible, though both reasons may be partly the cause.

Most of the people in the trade are looking

forward to colder weather, that would probably increase the demands to some small extent.

Shoalwater port shipments generally are receiving close attention now, and contracts in this line of trade are being closed up as promptly as possible, as a due regard to freight rates will permit.

There is some export trade, but it is controlled to a great extent by ocean freight rates.

### Trade in the Far East.

Trade in the far east is ordering a fair amount of coal. We hear of some shortage in the coal supply at the lower loading ports which is curtailing shipments to some extent, but there is no doubt but what a little more coal is being absorbed in the far east than earlier in the season.

Trade along the sound is showing an increased demand, and the better grades of coal are the most urgent in filling these requirements. The reason for the better condition of the trade in this territory is that consumers are about living up to their contracts at the present time, where heretofore they had not done this.

### New York Harbor Trade Quiet.

There seems to be an excessive supply of coal coming in the harbor. It is taken by some people as a meaning that New York shipping ports are the dumping ground for all surplus coal. Prices are unchanged, ranging around \$2.60@2.70 f. o. b. New York harbor shipping ports for the better grades of steam coal, with \$2.30@2.40 f. o. b. for the poorest grades.

All rail trades shows a little more activity, and prices, if anything, a little bit stronger, this rather tending towards larger shipments and an increased demand.

Transportation from mines to tide is fairly prompt. Car supply is the great question with the trade at the present time. The Pennsylvania railroad seems to be giving the best satisfaction to its patrons while the other railroads are merely giving a percentage of what is requested of them.

### In the Coastwise Vessel Market.

Vessels are in fair supply, and freight remain practically unchanged from what they have been. Vessel owners are found strenuously calling for the loading and discharging clause, which is in most cases acceded to.

We quote current freight rates of freight from Philadelphia as follows: To Boston, Salem and Portland, 65@70 cents; to the sound, 55 cents; to Lynn, 80 cents; to Newburyport 85 cents; to Portsmouth, 70@75 cents; to Saco, 90 cents and towage; to Bath, 75 cents; to Gardiner, 85@90 cents and towage; to Bangor, 80@85 cents.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, October 19.—(Special Correspondence.)—While there has been a slight improvement in anthracite trade conditions during the past seven days, brought about doubtless by the unexpected snowstorm of last week, there has still not been sufficient increase in orders to cause any uneasiness on the part of shippers. It has been principally the local market that has felt the impetus of weather conditions calling for hurry-up forwarding. To the local retailers, especially, has come a rush of business well calculated to drive them to desperation. When Buffalonians awoke last Thursday morning to find the ground covered with snow, they hurried to their telephones and asked the dealers to get busy. Every team procurable was pressed into

the delivery service, and even at that many a householder was forced to shiver for some hours before their orders were filled and the furnaces set going. Though the cold wave continued but two days, the warning has been heeded and the result has been an enormously heavy trade from the retail trestles ever since.

There was a slight falling off in the amount of lake forwarding, due partially to the fact that lake tonnage has not been in liberal supply. Total shipments for the week were only 67,400 tons, distributed as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	25,450	Duluth .....	20,100
Milwaukee .....	16,700	Soo .....	1,200
Superior .....	3,000	Windsor .....	950

It will be noted that practically all the coal sent forward went to either Duluth or Chicago. The cause for this is that the majority of the other lake ports are well stocked, and until distribution into adjacent territory begins, there will be no place to store additional consignments.

With all the rush demand made upon the local trestles during the past week, there has been no shortage felt in local stocks. Coal in domestic sizes has been coming forward freely and with the stocks on hand, the sales agents have experienced no difficulty in keeping trestles well supplied.

Carrying charges on coal hold steady all around and there is no indication of a change. Contract boats are taking most of the big cargoes. Small



carriers are picked up as fast as they can be secured.

Bituminous dealers are still hampered in the scarcity of cars. In this direction there has been no improvement whatever, in fact the scarcity of rolling stock appears to be increasing, and reports from all over the country tend to the belief that there is no speedy remedy. Transportation lines are crowded to much more than their full capacity by the demands of the country. All lines are developing with astonishing rapidity. The manufacturing interests, the iron trade and the moving of agricultural products has been making a demand upon the car supply unprecedented in the history of this country, and its result can not be foreseen. Car shops are being rushed to their capacity to turn out finished product to keep up with the orders, and yet the demand appears to increase more rapidly than it can be met.

In no section of the bituminous trade is the car shortage more noticeable or more aggra-

vating than in the Allegheny valley. Much of this coal goes to the Pennsylvania railroad and when cars from that line are shoved into the mines, they come with a special order that they be consigned when loaded to the Pennsylvania. It can readily be perceived where the ordinary consumer will come out of the deal. On Friday and Saturday these mines were forced to close down because there were no cars. On Monday 815 tons was mined and 500 tons of this amount was consigned to the railroad, leaving only 315 tons for distribution to the regular trade.

Almost similar conditions are reported by the Pittsburg people. Operators say the car shortage is practically killing their business. One day they will have cars, the next none at all. It is either a feast or a famine with the bituminous dealers. If cars could be procured trade would run comparatively steady all the time.

when they could have bought in proper season at lower figures. Prices on the higher grades of coal are well maintained by all selling interests and one hears of no deviation from current quotations. The vessel market is firm and rates are advanced to Boston from Hampton Roads, 70@75c; Baltimore, 75c; Philadelphia, 75@80c; New York, 60@65c.

### The Baltimore Shipping Trade.

BALTIMORE, Md., October 17.—(*Special Correspondence.*)—Coke continues to be a distinctive feature of the Baltimore market, and prices are now better than they have been for a long time. Coke is selling for considerably more just at present than it did at this time last year, but while bituminous coal is now gaining, and the outlook in that line is probably better than it was twelve months ago, still the advance has not been by any means proportionate to that of coke. While there is some difference in selling prices, due to individual necessity or the amount which coke handlers have available for immediate deliveries, still the following may be quoted for general run: Best grade foundry, \$3.90, and furnace from \$2.75 to \$3.

As compared with this, Georges Creek coals, and some other of the better grades, are responding to the improving tone of the local market, still the advance has been far behind that of coke. Georges Creek, for instance, now at from \$1.60@1.70 is but ten to twenty cents ahead of a schedule that existed for part of the summer. And some of the lesser coals are still below the dollar mark, which some persons have spoken of as the line of profitable production. This in the face of the existing car scarcity and the fine business conditions generally is somewhat remarkable.

As a matter of fact cars are probably harder to get just now than ever before, and but little hope is entertained for early relief. The lakes are absorbing great quantities of bituminous at present, and while Thanksgiving sometimes sees a tie-up in that region, an open year might keep it running almost until Christmas. Last year, for instance, after the season had been announced at a close there was an opening up for a considerable time and a resumption of shipping. If the tieup comes early, cars may come back to this territory, but as the railroads will rush all possible into the lake district until that time there is no possibility of car relief from that direction, at least until the end of November.

There is another scarcity just at present in the calculation of the local coal man, and that relates to vessel tonnage. Quite a large number of coal carrying vessels have been lost or badly injured on the Atlantic seaboard during storms the latter part of the summer. This has had its effect, and many of those who inquired for vessels during the week were disappointed. Then brokers have a way of making vessels scarce when they are already at a premium.

In spite of this a fair tidewater shipment is being recorded but would have been heavier had the bottoms been available. The Consolidation Coal Co. shipments north continue heavy. That corporation does not have to rely on outside tonnage as they have their own fine fleet of barges, tugs and steamers.

From Missouri comes a story this week. It is of a man, one Dr. George R. Nunelly, who claims to have discovered a method for liquefying bituminous coal so that it can be pumped through pipe lines to distributing centers. After having accommodately traveled in liquid form for many miles the coal is supposed to be obliging enough to solidify again when exposed to light and air. What a grand scheme when cars are scarce!

The recent strike on the boats of the Baltimore, Chesapeake & Atlantic and the Maryland, Delaware & Virginia railways has been settled by the men being granted their demands for more pay. Shippers here have welcomed the end of this tie-up that lasted for nearly two weeks. It will also bring Baltimore's local bunker consumption of bituminous back to normal. More than thirty large steamers were tied up by the strike.



THE BLACK DIAMOND is a most excellent journal and a very valuable paper for all retail coal dealers.—Thomas Coal Co., Evansville, Ind.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., Oct. 18.—(*Special Correspondence.*)—The anthracite coal trade is showing slightly more activity with a somewhat larger tonnage now going into distribution, which is imparting a stronger tone to the market than has for some time past prevailed. The demand is fairly well distributed from the different localities, and that it is seasonable is indicated by the regularity with which orders are being sent in, keeping shippers busy on what coal is moving from the mines. The car situation and motive power is still a factor in restricting the production at the mines, and there are no signs as yet that any definite improvements is likely to occur in the near future, at least, not until the heavy traffic of the west has been taken care of, since the coal roads seem to be more desirous to handle this outside business. Though, so far, there has been no complaint in the local trade, because of any delay on current shipments being made, and while dealers are doing a steady business, have experienced no difficulty in securing what tonnage is needed. To distant points on foreign roads and the outlying districts, cars are being curtailed to some extent in delivering this business, because of the longer time it takes them to return, and the chances of their being retained by the foreign systems, thus causing much inconvenience, and caution is taken in not permitting the supply for local trade to run short. Shipments by water east of the Delaware capes is more active, especially for delivery of light draft barges to fill up balances required at the ice making ports. The steam grades are in much bet-

ter demand than they had been all summer, but the heavy stocks that were accumulated by large consumers seem to be generally reduced, making these coals much stronger, with certain varieties in short supply.

There is about enough business coming into the hands of soft coal producers to keep their mines running up to about two-thirds of the capacity, which is limited to this basis by the restriction in cars. On some of the railroads the car supply is approximately up to current needs, as with good transportation on these lines fairly prompt shipments can be made on all the orders received through the quicker service given it. But, on the other hand, producers shipping on those roads which are not so well equipped say they are getting less than fifty per cent of their allotment, and that, owing to the great inefficiency of cars, mines can only be worked for a day or two at a time, causing the loss of business on this account, yet these same roads that are apparently giving no heed to the grievance of shippers at this time, are usually the most persistent to urge them for increased tonnage in the dull summer season, when cars are become plentiful. The principal distribution of tonnage being made at present is on season contract, and the greater proportion of it is going on the line trade. Prices show no change, and where coal is standing at the mines in cars, waiting for a buyer, an order for the coal would not be refused at one dollar a ton for the poorer grade. Standard coals are firm and show little if any deviation from circular quotations.

## The New England Coal Trade.

BOSTON, MASS., Oct. 18.—(*Special Correspondence.*)—The improvement noted in our issue of last week as to the demand for hard coal at retail has continued on a steady basis and is now having some effect upon the wholesale market. It is evident, with the near approach of colder weather, when dealers expect a larger demand to prevail, that they are even now inclined to replenish their yard supplies as it becomes reduced and are placing orders accordingly. This is increasing the business on shipments via the tidewater loading ports, which has become more regular in its movement and should improve as the market takes on greater activity. The New England all-rail trade is producing a large number of orders and shows in the advanced business over other localities that the needs here are quite urgent, evidently carrying less coal in stock than at tidewater points. Shippers report that enough trade is reaching them daily to absorb all the coal available for this class of trade, and for which cars can be furnished. The sound trade is also taking more coal, with a considerable proportion of it being reshipped to inland points by rail, and there is a disposition on the part of wholesale interests to contract for a greater amount of coal in order to fully protect the future requirements of their customers. Good service in water transportation seems to be the rule, with vessels making sched-

ule time, while rates are easy. The steam grades continue in strong demand and there is not enough coal of certain sizes to fill all the orders which are accumulating in shippers' hands, and the pressure for them is anticipated to increase as summer stocks are being reduced. With the recent delays in the shipment of bituminous coal from the further lower ports, by reason of a shortage of coal at the loading piers and the delay to vessels on account of strong northeast winds, has made the market in this territory somewhat more animated, evidently with a fear of possible further delays, which, in instances, might cause embarrassment to some of the consumers who have been lax in keeping up their coal supplies. Fortunately, the demand so far has not become very active, as the grades of coal desired by consumers in this market is largely for the standard products, but these coals in their current supply are short of what is needed to fill the business already in hands of shippers, through a heavy restriction in cars at the mines, so that if orders were increased under present facilities of shipment, very little relief could be given them. Much of the business now coming in was solicited by shippers weeks and months ago, but could not be induced at that time to place sufficient orders to have ample stocks ahead, but are now glad to pay the advanced costs in both coal and water freights,



## Eastern General and Personal Notes.

J. T. Russell, of the Maryland Coal Co., New York, has again been selected to serve as a jurymen in the United States court, during the fall term.

It is understood that the Worcester Coal Co., of Worcester, Mass., has passed into other hands and it is now known that W. M. Boyd & Bro., of Worcester, have obtained control of the company.

Joseph R. Ford, of Baltimore, was elected a director of the Baltimore & Ohio Railroad Co. on October eleventh, at a meeting of the board of directors, held in New York city. He succeeds Vice-President John B. Thayer, of the Pennsylvania Railroad Co., who resigned some time ago.

The Hartford & New York Transportation Co., an important boating line to the coal trade for points on the Connecticut river, has been purchased by the New York, New Haven & Hartford railroad, at \$77 per share of stock, the par value being \$25. By the closing of this deal all competitive water transportation business on the Connecticut river will be stopped.

Brian Evans, treasurer and general manager of the W. L. Richter Coal Co., New York, was married to Miss Ruby Douglas on Thursday of last week at the home of the bride, 204 West Seventy-eighth street, this city. The wedding was private. The bride and bridegroom left after the ceremony to enjoy a ten days' trip on the Jersey coast. Atlantic city was the first resort visited.

The many friends of O. R. Erklin, who is identified with the Elkins Coal & Coke Co. at New York, will regret to learn of the death of his father, Alexander Erklin, on Monday, October eighth, from heart failure at the age of sixty-two years. The funeral services were held on Thursday and the interment was made at Greenwood. He leaves a widow and one son, who is referred to above.

Moses T. Hine, formerly a coal operator, died on Sunday of this week, in his eighty-sixth year, at the residence of his son, Walter S. Hine, 1501 Allegheny avenue, Philadelphia. He was born in Lewisburg, Pa., but was a resident of Pottsville for more than fifty years. He was a member for fifty-six years of Middleport lodge, I. O. O. F. He was a Methodist, and of late years belonged to the Tioga church, Philadelphia.

J. B. Weir, general manager of the Falling Rock Cannel Coal Co., New York, returned the end of last week after a business trip of ten days to the company's mines in West Virginia, also visiting Columbus, Ohio, with a view of securing additional cars for shipment to lake points. Mr. Weir says that owing to the great shortage of box cars on the various roads, especially for lake trade, it is practically impossible to secure the equipment necessary to fill contracts within the time limits.

At a meeting of the directors of the Pennsylvania Railroad Co., held last Thursday, several important changes were made in the office of the secretary, at Broad street station. Robert H. Groff, assistant secretary, who has had his office in New York, has been transferred to the general office at Philadelphia, while John W. Marshall was made assistant to the secretary and assigned to duty in New York. Mr. Marshall retains the position as assistant transfer clerk and was made registrar of bonds as well.

At a business meeting of the Order KoKoal, held at No. 1 Broadway, New York, on Monday, October eighth, the question of organizing a lunch club was discussed, with the purpose of securing some arrangement where members could meet daily during the lunch hour to enhance the social feature of the order. The proposition was unanimously adopted and the committee appointed to arrange for it announce that commencing Monday, October fifteenth, a table d'hôte lunch will be served daily to the members of the Order KoKoal in the restaurant on the first floor of the Washington building. The club will have the exclusive use of one of the small rooms for the entire day, where they can meet and transact business, if desired. The officer of the order is very desirous of making the lunch club a success and requests that all members patronize it as much as possible.

The Philadelphia & Reading Coal & Iron Co.'s depot agents at the New England ports, reached New York on Tuesday morning, and after visiting the company's office here, proceeded to Philadelphia as the guests of the coal and iron company. From this place they will make a trip to the anthracite coal mines, and be entertained for several days to return home about the end of the week. The members of the party were T. Myers Richards Jr., superintendent at Mystic Wharf and Salem; J. Jacoby, superintendent at Newburyport, and Charles Agard, superintendent at New Bedford.

The Pennsylvania Railroad Co., facing the most serious car shortage that has probably ever been experienced in the history of the trade, has issued an appeal to shippers to hurry back its cars. In the appeal the company pleads that if shippers will only save one hour's time in unloading cars it will place 10,000 more cars at the disposal of the company. While a demurrage charge of \$1 a day is charged on all cars, still the company is constantly losing money by the delay. The company has thirty men on the road urging station agents and traffic managers of large corporations to return cars as soon as possible.

John E. Sheehy has been appointed receiver for the property of the Standard Briquette Co., manufacturers of a fuel from culm, formerly at Seventh avenue and Twelfth street, New York city, on the application of Francois Chally, who obtained judgments against the company on August 20, 1903, for \$4,953. He was the inventor of the process used by the company and the object of the receivership is to hold several patents which are the property of the company. Charles Prudent is treasurer. The company was incorporated in May, 1901, with a capital stock of \$500,000, but has not been in active business for several years.

At the annual meeting of the stockholders of the Norfolk & Western Railroad Co., held at Norfolk on Thursday of last week, it was unanimously voted to authorize \$34,000,000 of common stock to be issued in exchange for convertible bonds. The issue of a similar amount of bonds is to be used to carry out plans for improvements and equipment. The annual report shows that the cost of maintenance was \$4,749,832, an increase of \$832,564 over last year. The tons of freight carried increased 3,414,211, or thirty-one per cent, while the freight revenue increased \$3,862,402, or nineteen per cent. The coal shipments were 9,510,439 tons an increase of 1,326,863 tons, or sixteen per cent.

The stockholders of the Philadelphia & Reading Railway Co. at their annual meeting last week re-elected George F. Baer president of the company. Other officers and directors were also re-elected, these including Richard Toll, treasurer; W. R. Taylor, secretary, and the following directors: H. A. Du Pont, Charles Steele, Joseph S. Harris, Edward T. Stolesbury, H. McK. Twombly and Henry C. Frick. Officers and directors of the Philadelphia & Reading Coal & Iron Co., and the subsidiary companies were re-elected with the exception of Edwin F. Smith, who was elected a director of the Tamaqua, Hazleton & Northern Railroad Co., the Slatington Railroad Co. and the Rupert & Bloomsburg Railroad Co. to succeed the late Col. R. M. Obersteuffer. Mr. Smith was also named to succeed Hugh De Haven, who recently resigned as a director of the Philadelphia & Chester Valley Railroad Co.

The Maginnis Coal Briquette Co. is a new organization, incorporated under the laws of New Jersey, with a capital of \$150,000, for the purpose of manufacturing from the different varieties of coal, lignite and coke a fuel briquette. The distinguishing feature of this product from that of other patent fuels, is that it is made by the cold method, known as the Maginnis process, as no heating of the binders is required on that of the fine coals which enter into the product. This cheapens the cost of manufacture to a minimum. The company controls the patents of a machine designed by Mr. Maginnis, which by demonstration gives a great pressure, with a

larger capacity than the average machine now used. The plant will produce 125 tons in ten hours and on a double shift of twenty hours making 250 tons, at a total cost of \$3 a ton. It is proposed to locate the first plant in a city like Chicago or St. Louis, where hard coal is higher in price by reason of the longer transportation.

The superior court of Pennsylvania last week handed down an opinion sustaining the court of Somerset county in a decision against the Baltimore & Ohio railroad in a suit for discrimination brought by John M. Wright, a coal shipper. Wright alleged that the railroad did not furnish him with the cars he needed. Judge Henderson, in sustaining the decision, says: "The general obligation of a railroad company to furnish the necessary cars to carry goods offered for transportation grows out of the public nature of its business and does not depend upon contract. We have no doubt that the business of the plaintiff brought him within the terms of the statute. Discrimination between individuals is forbidden as well as between individuals and transportation companies, and the plaintiff's evidence very clearly shows discrimination against him. It is said that the plaintiff was not a shipper, but the statute was not enacted in behalf of regular shippers or those who had been shippers before that. A man has a right to begin to ship goods, and it is the policy of the law to encourage the legitimate development of commerce."

The Department of Commerce and Labor report exports of coal and coke from the United States for the eight months of the year up to August thirty-first, as compared with the same period in 1905, as follows: Anthracite, 1,472,459 tons, against 1,574,721 tons, a decrease of 102,262 tons; bituminous, 4,894,707 tons, against 4,549,837 tons, an increase of 344,870 tons; coke, 515,777 tons, against 396,150 tons, an increase of 179,627 tons, making a total of 6,882,943 tons, an increase of 362,235 tons. Of the anthracite coal Canada took the largest amount, 1,446,031 tons, a decrease from last year of 106,721 tons; bituminous coal, 3,280,202 tons were shipped to the same country, an increase of 153,499 tons. The exports of all varieties to Mexico aggregated 765,789 tons, an increase of 174,220 tons over last year; while Cuba took 439,682 tons, an increase of 116,453 tons. The imports of coal and coke into the United States for the same period aggregated a total of 1,322,536 tons, of which 86,234 tons was coke, and 11,999 tons was classed as anthracite. The imports from Canada were 1,021,993 tons, an increase of 162,123 tons, most of this coal, outside of the Nova Scotia shipments to eastern ports, comes from British Columbia for the Pacific coast trade; from Great Britain there were 96,917 tons, an increase of 46,226 tons over last year, while Australia sent 121,493 tons, an increase of 13,055 tons.

Newcastle papers, says Consul Metcalf, are stating that the forthcoming repeal of the coal tax in England is causing higher prices to be quoted by the coal trade for new business, and it appears they will be obtained. The ship owners, too, who have always held that they suffered from the tax, are anticipating proportionately higher coal freights after November first, and the foreign buyer, not to be outdone, is deferring current shipments until after the tax is removed, so as to secure his share. There are thus a number of claimants for the one shilling a ton impost, of which the coal export trade is to be relieved, and it is impossible that they can all be satisfied. The miners can not fairly claim an advance in wages until higher prices, actually secured, entitle them to it, and if such higher prices are obtained the advance in wages will come from the sliding scale. Cardiff, however, reports that the conciliation board granted the Welsh miners an increase of two and a half per cent from June first, and five per cent on September first, owing to the improvement in prices, and with the repeal of the export tax, the miners will undoubtedly ask for another increase for December. The increase of coal exports from the Bristol channel ports during August, as compared with August, 1905, was 204,016 tons, of which Cardiff furnished 147,776 tons. The best Cardiff coal is now quoted at \$3.71 a ton, and the best patent fuel at \$3.95 a ton, of which much is exported to Mexico.



**Western Coal and Coke Notes.****New Western Enterprises.**

The Pittsburgh Coal Co., Ltd., has been incorporated at Port Arthur, Ont., with a capital stock of \$100,000.

The Aetna Coal Mining Co. has been incorporated with a capital stock of five thousand dollars at Portage, Pa.

A company to manufacture fuel and other products from peat has been organized at Jacksonville, Fla., with a capital stock of \$50,000.

Clemmens & Sons Coal Co. has been incorporated at Pittsburg, Kas., to conduct a general coal and mining business. The capital stock of the new company is \$10,000.

The Dray Fork Coal & Timber Co. has been incorporated at Charleston, W. Va., with a capital stock of \$30,000. The incorporators are R. P. Tucker and R. L. Montague.

The Citizens' Ice, Fuel & Cold Storage Co., of St. Louis, Mo., has been incorporated with a capital stock of \$14,000 by F. Stephens, William Schaffer, R. Schaffer and others.

The Benton-Franklin County Coal Co. has been incorporated at Benton, Ill., by R. D. Kirkpatrick, Robert R. Ward and J. T. Chenault. The capital stock of the company is \$100,000.

The Clearfield & Grampian Coal Co. has been incorporated at Clearfield, Pa., to mine, buy and sell bituminous coal. The incorporators are A. K. Wright, W. D. Bigler and G. R. Bigler.

Articles of incorporation have been filed by the Sparland Coal & Lumber Co., Chicago, Ill., showing a capital stock of \$5,000. The incorporators are John M. Phelps, L. C. Bonney and C. B. Durborn.

The Enterprise Coal & Mining Co. has been incorporated at Belleville, Ill., with a capital stock of \$2,000. The incorporators are R. Schram, Philip May Jr., Charles Schram, W. G. Pannier and John L. Osler.

The North British Development Co. has been incorporated at New York, N. Y., by J. L. Baum, A. B. Baum, S. S. Liebesman and H. B. Liebesman. The company has a capital stock of five million dollars.

The New Diamond Jellico Coal Co. has filed articles of incorporation at Frankfort, Ky. The capital stock of the company is \$25,000 and the incorporators are E. F. Arthur, A. A. Arthur and E. S. Moss.

The McLeish Fuel Co. has been incorporated at Columbus, Ohio, with a capital stock of ten thousand dollars. The company will probably take over the assets of the McLeish Coal Co., which will be sold at auction.

The Liberty Mine Co. has been incorporated at Alexandria, Va., with a capital stock of \$75,000. The company will conduct a general coal and mining business and is incorporated by D. O. Thomas, N. Bickford and R. H. Duckett.

Articles of incorporation have been filed by the Gauster-Keller Coal Co., Dayton, Ohio, showing a capital stock of \$5,000. The incorporators are E. E. Gauster, E. T. Hoffman, Charles F. Keller, Henry Hoffman and K. Gauster.

The Brookside Coal Co. has been incorporated at Wilmington, Del., to engage in the mining and marketing of anthracite coal and to explore and prospect for coal lands. The incorporators are all of Scranton, Pa., and the capital stock is \$50,000.

The Radnor Coal Mining Co. has been incorporated at Camden, Pa., to mine, buy, sell and deal in anthracite coal. The capital stock of the company is \$15,000 and the incorporators are Samuel Styer, George W. Clark and Howard L. Merrick.

The Wyatt Coal Co. has been incorporated for the purpose of operating in the Cabin Creek district of West Virginia. The incorporators of the company are J. B. Lewis, M. F. Davis, L. Prichard and H. A. Robson, and the capital stock is \$150,000.

The Riverton Coal Mining & Development Co. has filed articles of incorporation at Phoenix,

Arizona. The company will develop, sell and deal in mines and mining properties and has a capital stock of \$500,000, divided into shares of one dollar each.

The Utile Coal Co., of Wheeling, W. Va., has been incorporated with a capital stock of \$100,000 to acquire coal lands, mine coal, etc. The incorporators are S. M. Noyes, J. L. Dickey, F. J. Fox, Frank A. O'Brien and A. P. Beardsley, all of Wheeling.

The Hackett's Creek Coal Co. and the Clear Fork Coal Co. have been incorporated to operate in the Clear Fork district of Tennessee. The general offices of the companies are in Knoxville, Tenn., and the incorporators are of this city and Louisville.

The Tide Water Coal Co. has been incorporated at Youngstown, Ohio, with a capital stock of \$500,000 to mine coal and other minerals. The incorporators of the company are Henry W. Wick, Robert Bentley, C. D. Hine, J. G. Butler and John C. Wick.

The Oxford Coal Co., Portland, Maine, has filed articles of incorporation showing a capital stock of \$10,000 divided into shares of two dollars each. The company will deal in fuel of all kinds and is incorporated by William M. Hufcut, Charles A. Rainsborough and Percy M. Andrews.

J. M. Richards is just completing the final details of establishing an extensive coal business at New Orleans, La., having already purchased one thousand feet of wharf room in Algiers. By December first Mr. Richards expects to have thirty thousand tons of coal on hand, mostly New River and Kanawha product.

**General Western Coal and Coke Notes.**

The city council at Toledo, Ohio, has given the service board authority to spend seven thousand dollars for a new coal shed at the waterworks department. The structure will have a capacity of 1,500 tons.

The Phoenix Coal Co., while drilling a hole near Cornell, Ill., a few days ago, discovered a vein of coal of over three feet in thickness at a depth of 348 feet. The coal is pronounced to be of splendid quality, and the vein will be developed at once.

The Wabash railroad has purchased considerable river frontage property at Cleveland, Ohio, and will erect the largest coal and ore docks in that city. The general improvement plans call for extensive docks equipped with the most modern loading and unloading facilities.

Thomas W. Davis, prominent in mining circles at Saginaw, Mich., has been elected vice-president of the National Association of Operators, Commissioners and Secretaries of Coal Associations. The indications are that next year Mr. Davis will be elevated to the head of this organization.

H. Foster Bain, director of the Illinois state geological survey, is working with a crew of men in the vicinity of Peoria, Ill., making a survey of the coal lands in that section. The report which the present commission will make will be supplemental to that made by the government and will give the value of coal lands throughout the different parts of the state.

**Eastern Coal and Coke Notes.**

The Atlantic Crushed Coke Co. has purchased the coal underlying the Calvin Gibson farm, near Latrobe, Pa. The farm contains about 150 acres and the consideration paid was one thousand dollars per acre.

C. B. McManus, formerly general superintendent of the Southern railway at Washington, D. C., has purchased a half interest in the Munsing Coal Exchange at Middlesboro, Ky. The consideration paid for his interest was \$100,000.

Adam E. Hitchens, a prominent coal operator of Frostburg, Pa., died a few days ago at the age of seventy-four years. Mr. Hitchens was superintendent of the Barton and Georges Creek Coal Co., and was also the organizer of the

Hitchens Brothers Co., operating large stores at Frostburg.

The New Orleans (La.) docks of the West Kentucky Coal Co., Paducah, Ky., were slightly injured by the terrific storm experienced in that section a few weeks ago. The damage will not interfere with the business of the company.

The repairs being made to the mine of the Elm Grove Coal Co., Wheeling, W. Va., have nearly been completed, and it is thought that by the first of November operations will be started. An additional force of men is being hired, as the output of the mines is to be greatly increased.

**General Retail Notes.**

The price of coal at retail in Lexington, Ky., has been advanced fifty cents a ton.

J. F. Defenbaugh, formerly a retail coal and wood dealer at Streator, Ill., has purchased the coal yard at Chillicothe, Ill., of S. Brenner.

T. J. Sullivan, prominent retail coal dealer of Springfield, Mass., has opened a branch office on the corner of Main and Bridge streets, West Springfield.

The coal and wood yard formerly owned and operated by Rickard & Co., Schoharie, N. Y., has been sold to C. Wilsey, of Howes Cave, and I. Wilsey, of Schoharie.

The retail coal and wood business of E. Lohr, York, Neb., has been disposed of to Huegel Brothers. Mr. Lohr was formerly chief of the fire department of that city.

The Bruce Coal Co., Joliet, Ill., has opened a retail coal office at Eastern avenue and Washington street. The company also conducts a large wholesale business in that city.

Dealers of Bloomington, Ill., report business as being better at present on account of the cold snap, than it has been since last winter. A steady trade is looked for from now on.

A retail coal and wood business has been established at Estherville, Iowa, by Walter Crowell. Extensive sheds have been built near the depot of the Minneapolis & St. Louis railroad.

The Morris Coal Co., Kansas City, Mo., has been fined twenty-five dollars for delivering a load of coal to the home of J. Kelly, of that city, which it is alleged was short weight.

The Laird-Norton Coal Co., Milwaukee, Wis., has erected a large and modern coal shed in the northern part of the city to be used as a store room for the large supplies of coal which are kept during the fall and winter.

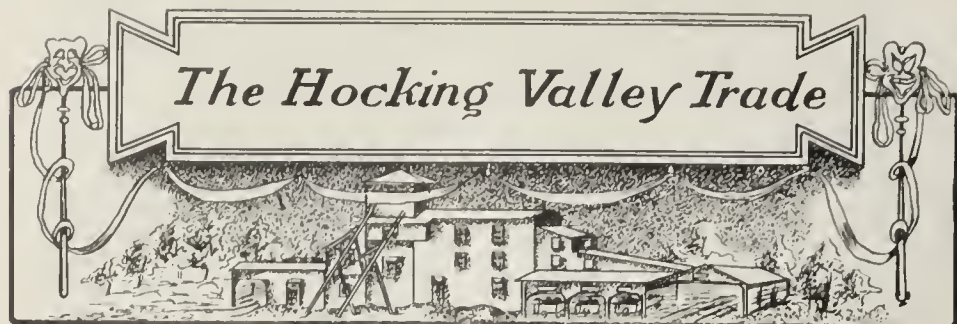
Gen. J. T. Wilder, for many years general manager of the Fentress Coal & Coke Co., Nashville, Tenn., has resigned that position and has been succeeded by W. J. Nixon, of Chattanooga. Failing health is assigned as the reason for Gen. Wilder's resignation.

County and state officials at St. Paul, Minn., state they have secured information which leads them to believe that there is a combine of both retail and wholesale coal dealers. No names have yet been disclosed but it is thought likely that proceedings will be instituted in the near future.

As a result of a price cutting war at Rensselaer, Ind., anthracite coal, which had been selling at \$7.80 per ton, is now selling at \$7.25 per ton, and the indications are that it may go still lower. The consumers are taking advantage of these low prices and are filling their bins in anticipation of higher prices when the rate war is at an end.

Coal dealers association of the southeastern states held their first annual convention at Atlanta, Ga., October 16th, and the following officers were elected: R. W. Graves, president, Rome, Ga.; W. F. Plane, secretary and treasurer, Atlanta, Ga.; vice-presidents, A. G. Gower, Greenville, S. C., F. W. Weaver, Asheville, N. C., and W. F. Vandiver, Montgomery, Ala. The meeting was held for the purpose of providing plans for the conduct of business.





COLUMBUS, OHIO, October 14.—(Special Correspondence.)—Contrary to general expectation and with some division of sentiment as to the expediency of such a move, the circular price on Hocking domestic lump was advanced from \$1.75 to \$2.00 on Monday last. In the matter of being able to sustain the latter figure this action appears to have been justified, as the market seems ready just at the present time to take care of all the coal that comes to it at any price.

The little touch of winter last week seemed to throw country dealers into a panic. To use the expression of one of the large operators, it simply rained orders, the mails for one or two days being heavier than for several preceding weeks combined. No one is hoping for severe weather yet awhile, as it would require the services of a force of able-bodied clerks to keep turning down business, whereas a mild autumn will give opportunity if not to catch up with orders, to at least handle trade in a systematic kind of manner.

Conditions in the country districts appear to be much worse than in the cities. This applies generally throughout the territory reached by Hocking domestic coal. It is due not so much to lack of foresight in the dealers as to the tardiness of the consumer in laying in winter supply. Under stress of a universal demand, precipitated by actual need, on the part of the public, the stocks of dealers are quickly exhausted.

The new Hocking circular is as follows: Domestic lump, \$2.00; three-quarter, \$1.90; run-of-mine, \$1.65; domestic nut, \$1.50; pea, \$1.35; nut, pea and slack, \$1.10; coarse slack, 85c. Talk is already current that these figures will go still higher on November 1. Advices from Chicago on Wednesday were to the effect that the best grades of Hocking lump were commanding from 10c to 15c premium.

On West Virginia coals controlled from this market, the quotation for Kanawha splint lump and Smithers Creek is \$2.00, three-quarter, \$1.60, and run-of-mine, \$1.45. The new prices for War Eagle smokeless, which went into effect on Monday, are \$2.25 for lump and egg, \$1.50 for run-of-mine. Orders for anything like present delivery are being refused on lump and egg.

Much significance is attached to a published interview a few days since with Superintendent of Car Service Limer, of the Hocking Valley, in which he speaks of the existing car shortage as being simply awful, much worse than anything he has ever experienced. He gives as a reason that the business and prosperity of the country has outgrown the transportation facilities of the railroads and they can not get cars fast enough to keep up with the march of business. Every car factory is crowded with orders, he states, and no concern would agree to meet demands for new cars under eighteen months' delivery. He contends that not a road in the country has nearly enough freight equipment to handle its business, and from all indications the new equipment now being turned out will not help the situation, as business is increasing in a corresponding proportion.

Those who have professed to see a really desperate state of affairs in the matter of a car famine as winter approached seem likely to have their predictions justified. Thus early there is an average supply in this territory of less than forty per cent of demand and some localities of the same report a much lower proportion. Coal operators and railroad officials are working hand in

hand to bring about relief, or to prevent the situation from getting worse. The movement of the beet sugar crop in Michigan is credited with being a considerable factor in the increased scarcity and it is reported that spotters are being employed by some of the Hocking operators to report to the railroads such cars as are being held without warrant by the beet shippers, with a view to having requisitions made for their return.

Local retail prices on coal have been uniformly fixed to correspond with the increased cost of coal at the mines. The quotations of \$3.50 for Hocking lump, \$3.75 for West Virginia and \$4.50 for smokeless mark the highest point they have reached here in a number of years.

Tests made of coking coal from the Morgantown, W. Va., district by the Hisylvania Coal Co., of this city, through experts at Ohio State University, have proved disappointing, as showing a much higher per cent of sulphur than was suspected. The results of further experiments in washing will determine whether or not a pending deal of very large proportions goes through. J. W. Blower, general manager of the Hisylvania, has been making extensive investigations, in connection with prominent Pittsburg parties, of the possibilities of a certain property within the territory named, having wonderful coal resources.

#### GENERAL AND PERSONAL NOTES.

Among the week's Chicago visitors was E. S. Van Sant, of the Globe Coal Co.

Mrs. Louise Shields, retail coal dealer at Marysville, Ohio, was in the city on Monday.

H. L. Molineaux, of the Central States Fuel Co., Chicago, was a recent visitor to Columbus.

N. E. Arnold, of the A. L. Chapman Co., Marion, Ohio, paid Columbus a visit on Wednesday.

Andrew Lorimer, of the John S. Lorimer's Sons Coal Co., Detroit, was in town on Tuesday.

W. K. Field, vice-president of the New Pittsburgh Coal Co., has returned from a trip to Chicago.

E. B. Hughes, general manager of the Washington Fuel Co., was in Chicago the fore part of the week on business.

President Dean, of the Dean Coal Co., spent several days last week inspecting certain mining properties in the Hocking valley in which he is interested.

S. H. Foster, general manager of the War Eagle Coal Co., left on Monday for Norfolk, Va., to close a large contract for run-of-mine. He will also visit Roanoke and his company's mines at War Eagle, Va., before his return, which will not occur until next week.

Frederic G. Hatton, secretary of the Middle States Coal Co., was married on Wednesday evening last to Miss Margaret Coulson, of Columbus. They will make their future home at Sanford S. C., at which place Mr. Hatton has accepted a position as vice-president of the Atlantic & Western railway.

The demurrage question at issue between the railroads and the Ohio Shippers' Association, which was to have come before the railway commission this week, has again been postponed by mutual consent, owing to the crowded condition of Columbus hotels, caused by the national convention of street railway men now in session here. It was found

impossible to secure accommodations for witnesses. The case will come up on November fourteenth. The retail coal men, who are vitally interested in the matter, will meet here at the offices of their state association headquarters on Friday, October twenty-sixth, on which date Secretary Ford S. Cate has arranged for an informal hearing by the railway commission, when the coal phase of the controversy will be thoroughly canvassed.

The initiatory koruskation of Columbus Kokoals, which occurs on the evening of October twenty-sixth, promises to be a memorable event. An enthusiastic interest in the order has been developed among local coal men through the efforts of C. M. Anderson, skout for Columbus, Frank Koehne, skout for central Ohio, and Ford S. Cate, secretary of the Ohio Wholesale and Retail Coal Dealers' Association, who is one of the national officers. A class of forty or more is assured. The affair will take place at the Chittenden hotel, a suite of parlors and the German room having been reserved. A number of prominent Kokoals from a distance will be present to assist in the initiation. The latter will be followed by a buffet lunch and smoker, which will be enlivened by music and other entertainment.

A number of Columbus coal officials have been pressed into attendance as witnesses this week at the circuit court in the widely-exploited case of the Johnson Coal Co. against the Hocking Valley railway. The action which has been on the dockets for quite a long period grew out of a controversy, since privately adjusted, over giving the coal company named an outlet for its mines. The matter is now being prosecuted by the state and involves, incidentally, the legality of the recent merger of the Hocking Valley, the T. & O. C. and the K. & M. railways, which just at this time is coming in for a large share of public attention. It is claimed that the settlement contract between the Johnson company and the Hocking Valley will show that the former was required to organize and equip a railroad known as the Athens & Northern, at an expense of \$50,000. The general defense of the railroads is that the independent operators conduct their business on too small a scale to make it profitable for transportation companies to connect them up with its lines.

Should you be in the market for Kanawha Splint and Gas or New River Pocahontas Smokeless Coals just drop the hint to the

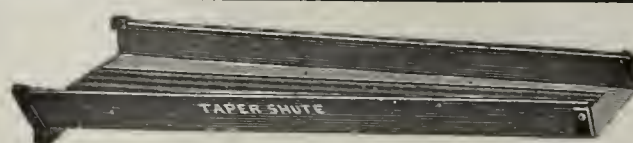
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**OUTLOOK BUILDING  
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# Market and Trade News from the Pittsburg Field.

OFFICE OF THE BLACK DIAMOND,  
Pittsburg, October 18.

"This car shortage situation is the only thing that has saved, and is now saving the coal trade from disaster." The above are the words of a prominent manufacturer who uses many tons a year of both coal and coke.

The present situation in Pittsburg of the coal and coke trade is one of unprecedented activity. The volume of business done is limited entirely by the supply of cars to transport the product to the ends of the country. The remark of the manufacturer quoted above is very pertinent at this time. If there were an unlimited supply of cars at the present time, the total of shipments of both coal and coke from this section would be very much larger than it is now. At present the volume of tonnage of coal and coke sent out of what is known as the Pittsburg district is enormous; larger than has been known or ever equalled in the past.

Given an unlimited supply of cars to carry the product, and a sufficient number of men to man the mines and ovens, and the result would be hard to estimate.

Pertinent to the above, a plan has been suggested and will be carried out, whereby the congestion of the general freight tonnage offered to the railroads will be diminished. The proposition is to load barges with freight for all down-the-river points, and have the merchandise conveyed by water to various river cities. This refers, of course, to what is known as "slow shipments"; that is, stuff that is not wanted for quick or regular rail delivery. This plan will no doubt relieve the congestion somewhat; but, when a person stops and calculates the enormous volume of merchandise that is received each day in Pittsburg alone, and then figures up the immense tonnage that daily leaves the district, the conclusion is inevitable that the plan is feasible, but the relief offered by it is but trifling.

It has been many years since the trunk lines of railroads leading out of Pittsburg have had such a heavy tonnage as they are now having; and, the major part of this is coal and coke. Coming into the city the freight is principally iron ore.

The shipments for the past week of coal and coke show a large increase over the previous week.

The labor problem in the district is unchanged; there have been no strikes; on the contrary, the miners seem to be imbued with the general and prevailing spirit of enterprise, and are all at work. At some of the mines they are putting in over time. Experienced men are so scarce that they can not be obtained at all; men that could be trained to the work of mining coal are almost as scarce, and the result is with many of the coal operators that they are discouraged with this state of affairs.

During the last few days a shortage of natural gas has occurred in this section; the shortage in Pittsburg was the result of an accident, but the shortage in the Ohio river section is more serious. For many years the section known as the Ohio valley has been using gas; so abundant has it been that all of the manufacturing concerns have been using it without stint. For a number of months the supply has been gradually growing less, resulting in the forced attitude of the company controlling the wells announcing that they could not supply gas to any manufacturing concerns. As a result the large number of plants in this section, the Ohio valley, have gone back to the use of coal. This means that thousands of tons of coal will be now needed by the manufacturing concerns in the section mentioned.

Great developments in both the coal and coke industries have been going on in Washington county, near Pittsburg, for some weeks past. The latest enterprise that has been put forth, and one which is of large magnitude, is the deal just made between the Jones & Laughlin Steel Co. and the Pittsburg-Buffalo Co. in which the latter company sells to the former corporation five thousand acres of valuable coal lands. This property lies contiguous to present holdings of the steel company, and adds very valuable possessions to their present large ownership in the section named. It is understood that, on account of the inability to get supplies of coke from the Connellsville region, or to secure possession of satisfactory coal property in this section, the Jones & Laughlin Co. propose to develop their large holdings in Washington county, and it is said that the coke produced there is equal to the coke made in the Connellsville basin.

Prices of both coal and coke in the Pittsburg district are considerably higher than a week ago. The demand is greater than it has been for several weeks, and it is impossible for the operators to supply the demands made upon them. The principal operators are sold ahead, and are refusing orders; some of them are booking orders for next year's delivery at prices that are considered stiff.

A safe price for run-of-mine coal is \$1.30 per ton f. o. b. the mine. This is at least ten cents per ton higher than ruling quotations of last week. Three-fourths inch has jumped up to \$1.40@1.50 per ton f. o. b. the mine; lump is strong at \$1.60@1.70 per ton f. o. b. the mine, and slack is selling for 90c@\$.10 f. o. b. the mine.

On all grades the price is higher than a week ago; the demand is greater, and the supply seems to be less.

The coke market, in sympathy with the demand for coal, shows a decided advance also. Furnace coke is bringing \$3.25@3.40 per ton f. o. b. the ovens. Many contracts are being made for next year's delivery at \$3.25.

Foundry grade is selling for \$3.85 per ton f. o. b. the ovens, for present delivery; for future or next year's delivery contracts are being booked for \$3.75.

On both grades of coke prices are higher, and producers are booked up with orders, both for present and future delivery. Coke producers advise that the supply of box cars is much below the requirements. Other classes of cars are in better supply.

There is no change to report in the retail coal and coke situation.

A pertinent commentary on the situation in the Pittsburg district is noted by calling attention to this fact: Not since their incorporation has there been such interest manifested in the stocks of the three leading coal corporations, whose houses are in Pittsburg, as exists at the present time.

All three of these companies have been "up against it," but each one of them have weathered the storms that buffeted against them. As a result they are all not only busy, but implicit confidence has been restored in them, and the multitude of stockholders are satisfied with the present outlook of all these concerns.

## GENERAL AND PERSONAL NOTES.

B. H. Hammill, general sales agent of the Monongahela River Consolidated Coal & Coke Co., has gone west on a business trip.

The Pittsburg & Lake Erie Railroad Co. has just placed an order for one thousand steel coal cars with the Standard Car Co. of Butler, Pa. The railroad company are now receiving, as rapidly as possible, large numbers

of coke cars, part of a former order placed with the Butler company.

Pittsburgers had a cold experience this week, and one which showed the unpleasant uncertainty of depending upon such a volatile and whimsical article as natural gas.

The shipments from the lower Connellsville region aggregated 4,039 cars. These shipments are estimated at 10,715 tons, making a total for both regions of 386,498 tons.

Twenty thousand families ate cold breakfasts a few mornings ago in the city, and a hundred thousand persons crawled out of warm beds to shiver while they hurried into their togs.

The cause of the shortage was a break in the main pipe of the People's Natural Gas Co. These breaks always occur at the worst possible times, and never in warm or mild weather.

F. M. Boynton, the hustling independent coal operator, has just returned from a business trip through western cities. He reports the demand for coal in the middle west as strong, and prices good.

Shipments of coal and coke originating along the lines of the Pennsylvania east of Pittsburg and Erie for the week ending October 6 aggregated 973,646 tons. An increase over the previous week.

The Manufacturers' Light and Heat Co., that supplies gas to the section mentioned, has announced that they will no longer be able to supply the fuel to manufacturing concerns. It is stated that all of the manufacturers in this great field are arranging to go back at once to the use of coal.

Sales of River Coal Common stock have been larger this week at the Stock Exchange than for the previous ten months combined. The largest single transaction was seven hundred shares at eight. The preferred was also firmer at twenty-six, which is within a dollar a share of the high price quoted last January.

Mr. L. A. Green, formerly with the L. K. Hirsch Company, dealers in new and second-hand rails, has launched in business for himself. Mr. Green has had many years of experience in this line, especially in equipping coal mines and coke plants. Mr. Green's offices are located at room 807 Keystone building, Pittsburg.

The Pittsburg-Buffalo Coal Co. is in the front rank of these improvements. In addition to their great enterprise of sinking the big coal shafts that are now in process of construction, the company expect to award contracts shortly for the building of a large number of coke ovens. It is the company's intention to develop its coke industry as much as possible.

An increase in both production and shipments is shown by the official figures of the Connellsville coke region for last week. This week's production is estimated at 279,084 tons. The shipments aggregated 12,161 cars. Estimated upon reports from shipping points, the shipments amounted to 279,703 tons, an increase of 1,127 tons over the previous week.

## Richards Coal Mining Co.

Frick Annex PITTSBURG, PA.



## MINERS AND SHIPPERS

OF

Youghiogheny Gas  
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## C. C. BOWMAN MINER and SHIPPER ANTHRACITE — COKE — BITUMINOUS (SOLE SHIPPER)

"RELIANCE"

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The revival of activity in Pittsburg coal issues at the Stock Exchange is creating a favorable impression on the local market. New York is leading the advance, the preferred stock selling there up to sixty-two, against sixty and a half, the high price on the local board. The local coal trade is in such excellent shape that the influence has been felt in the stocks, especially in eastern cities where large blocks of the stock are held.

A block of one hundred shares of Pittsburg-Buffalo preferred was sold this morning at 125, a price  $9\frac{1}{2}$  better than the price made last week, which was the first time the stock was ever publicly dealt in. This stock has never paid a dividend, but has been on a dividend basis since 1904; that is, dividends became accumulative in 1905. There is about twelve per cent in dividends due, which, if paid, would

make the stock worth about what was paid today.

Pertinent to the above, word reaches us that for the first time in thirty-nine years the potteries of the great Ohio valley earthenware and china district, centering at East Liverpool and Wellsville, Ohio, will begin operations this week without the use of natural gas. The peculiar coincidence in the situation lies in the fact that the same city of East Liverpool holds the record of having been the first community in the United States to utilize the natural product for manufacturing purposes—the initial use having been in 1867—twenty years before it was used elsewhere for other than lighting.

Pittsburgers sometimes lose their heads and run wild in their investments in coal properties. A case in point is that of the State Bank, whose

business is being wound up by a receiver. The directors saw "millions in it," in a group of undeveloped coal lands, and put up the largest part of the bank's surplus, and much of the deposits, to aid in the developing of these coal properties. The usual result followed, when a lot of men schooled in other lines jump into the coal business. Knowing nothing about it, the funds were frittered away in learning a few things relative to the mining of coals with the consequent result of all of the board of directors facing a criminal suit and a felon's cell.

Much regret is felt here at the sad accident to the Raymond Horner, the crack tow-boat of the Monongahela River Consolidated Coal and Coke Co. This occurrence, which has been mentioned in the daily press of the country, was a particularly sad one, on account of its suddenness, and the

result of the loss of the life of Pilot Howard, of Pittsburg.

Capt. John Dippold and Pilot Bowles were injured, but not seriously. The accident is stated as being without parallel in the history of river boating.

A tinge of heroism was thrown into the affair, by the action of Fireman Keenan, who, going to the captain's cabin, procured a forty-four-caliber revolver and swore that he would shoot the first man that attempted to abandon the boat. As a result of his brave and determined action, the steamer, which had taken fire, was saved, the flames being extinguished by the crew; and it was not until the danger was past that Fireman Keenan returned his weapon to the captain's room.

The vessel is not in particularly bad shape, and is being brought to Pittsburg for repairs.

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# THE BLACK DIAMOND

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CHICAGO  
CINCINNATI

OCTOBER 27, 1906.

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## General Review of the Markets.

AMERICA is the greatest industrial country in the world. We have the largest railroad systems, forming a potent instrumentality in carrying a high state of civilization to every corner of our vast domain. In the production of manufactured articles and agricultural products we lead the world. Even when English contractors want one of the mightiest bridges of the world built with all possible dispatch, they ask America to do it, and the feat is accomplished with such rapidity that it surprises the engineering world. Whenever our social life, commercial development or the business world demands an invention to do the work of a dozen men or more, a Yankee stands ready with an application for a patent in his hand. In this country class distinction does not mitigate ambition. We pay a premium for the development of the best in a man. Our growth has been so rapid we have not realized it. The four primary requisites of civilization are food, clothing, fuel and light. It is a singular fact that each of these necessities demand for their maintenance corn, cotton, coal and copper. Coal is constantly used in their production. It is therefore a compound necessity. It follows that as a nation grows its demand for coal is constantly accentuated. During the past fifty years Chicago has jumped from the fifteenth to the second rank among the cities of this country. This is no doubt due to the great number of railroads coming into Chicago, which has made it the greatest railroad center in the world. But the railroads have not kept up with the progress of the country. Statisticians say that the transportation equipment is forty per cent less than the amount of increased freight offered for transit. Nearly one-fifth of the freight tonnage is coal, which must give precedence to perishable commodities and valuable merchandise. It therefore follows that there is no possible hope of transporting coal promptly at this season of the year when everyone desires fuel at once. There must be a reorganization of the retail system of distribution. Consumers must learn to contract a part of their winter supply of coal early when the price is low. Retailers must put in a sufficient stock in the spring, when transportation facilities are adequate, to carry them over the period of excessive demand.

### Transportation Situation Acute.

The excessive shortage of cars this week has not been augmented, yet it can not be said that conditions have improved. The car association claims that there are over thirty thousand more cars in service at the head of the lakes now than last year at this time, and that coal tonnage forms a larger percentage than ever before. But it is known that the shortage between the lakes and the mines has been so strained that the amount of tonnage put in storage has been greatly mitigated. Of the shipments of coal from Buffalo this week Superior docks took the largest tonnage. The eastern situation in the distant future will be somewhat relieved when the Baltimore & Ohio has finished its new freight line, just announced, costing nine million dollars, and facilitating the transportation of coal from the fields to the Atlantic seaboard. It should be noted with interest that seventy-one per cent of the operators of coke ovens in the southern fields favor a change in the distribution of cars from the oven basis to the capacity basis. It will require some time to perfect this new system and put it in operation, but it is obvious that the new plan of allotment of cars is much more rational. Transportation from the anthracite mines to tide water is fairly good although the amount of tonnage in transit is not greater than is required by current demand. Car shortage in the Hocking valley district is excessive owing to the recent ruling of the interstate commerce commission requiring the equipment of air brakes. This regulation has put out of service from seven to fifteen thousand cars which have not been speedily repaired owing to the shortage of labor.

### Anthracite Market Firm.

Seasonable weather and reports of an early winter, together with heavy falls of snow in the west, have caused a brisk demand for anthracite coal. However, during the past week orders have not been coming in as rapidly as after the first cold snap a few days ago. Some sales agents assert that during the last three or four days they have not been receiving more than fifty per cent of as many orders as a week ago. This, however, has enabled the shippers to catch up with orders and they should be in a position to take care of the brisk demand which will become a fact as soon as the mercury

drops for a week or two. There is a great scarcity of chestnut coal; also steam sizes. The stock of rice coal in the east is very low and orders are being refused. Line business shows increasing activity. The production at the mines is somewhat greater than it was last week.

### Western Bituminous Market.

Inadequate transportation facilities is the chief cause of the brisk demand for western bituminous coals this week. Hocking coal is practically out of the market. Mines are operating only thirty to thirty-five per cent of the time. A large number of cars have been thrown out of service in this district because they are not equipped with air brakes. The non-acceptance of cars at various junction points has also been responsible for the small shipments of Hocking. It is reported that the amount of coal in storage is one hundred thousand tons less than last year. Heavy all-rail business is therefore anticipated by all of the railroads in the western district during the winter, and it is gratifying to note that they are making every possible preparation to meet the demand. It has been announced that there will be an advance of forty-five cents on dock rates in the near future. This will stimulate an immediate movement of all grades of coal to the northwest and also make the market stronger locally. Since there has been such a heavy demand for freight transportation during the year the railroads have not had the usual time to improve and repair their rolling stock. Their motive power is inadequate and car service agents promise no relief. Therefore it may be expected that a shortage of Ohio and West Virginia coals will continue. Many operators claim they can not get sufficient coal to fill contracts. A large tonnage has been received at Cincinnati from the Kanawha and Pittsburg districts yet the high price has not fluctuated owing to the increasing demand. Business is constantly increasing in volume in the Kansas city districts and more orders are on file than can be filled promptly. Car shortage is about the same as last week. Several mines in Kansas are beginning operations and the outlook is very gratifying. Big dealers in Detroit and throughout Michigan are refusing new business. Car shortage is the most severe in several years. Prices in eastern Kentucky and Tennessee are soaring higher each week. The coke market is very strong and prices subject to increase in the near future owing to the scarcity of labor.

### Eastern Market Firm.

The demand for bituminous coals in the eastern markets is on the upward trend, especially for steam and domestic sizes. In the Pittsburg district the shortage of cars and labor has produced a condition which makes the dealer pay the telephone bills. There is great interest in river shipments. Several organizations have been holding conventions during the past week in the hope that increased water transportation may relieve the freight congestion. The tonnage of coal and coke on the Pennsylvania lines during the week has notably increased. An increased demand for coal in the Pittsburg district is anticipated by virtue of extensive improvements which will soon be made in the plants of the United States Steel Corporation costing over ten million dollars. At the present time a large amount of coke produced in eastern Pennsylvania is consumed locally and the outlook promises that the prices will constantly advance. In the far east the line trade is very active. Coastwise shipments are not as large to eastern ports as usual at this time of the year. Shoal water ports show good demand and are taking all the coal which can be supplied. All along the Atlantic seaboard heavy winds have caused much damage to shipping which tended to greatly mitigate the supply of coal during the week. New York harbor trade shows a better tone. The coastwise vessel market is weak. Large dealers in the Buffalo district predict very active trade this winter. The constant demand during the summer on the accumulated stocks has reduced the supply of storage coal sufficiently to accentuate the demand in the near future. The Canadian trade on slack coal is increasing and the market on the Canadian border along the St. Lawrence is much improved. is needed. The demand, however, during the next month will be greater than the supply owing to inadequate transportation facilities which will tend to cause the price to continually advance. It is predicted from some sources that we will have an unusually severe winter. If this is the case early in the season the demand for coal will be much greater than in many years.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, October 25th.

"Trying to catch up with orders." This is the characteristic answer of the coal trade this week to the question "How is business?" The demand on all prepared sizes is firm, but not as vigorous as last week on account of the mild weather. The warm spell, however, has given operators time to get a prospective view of the situation and prepare for the rush, which will surely come with the first continuous cold weather. If we had not been favored with rising temperature it would not have been possible for operators to take care of the excessive demand. The strong points of the market this week are on domestic sizes, Hocking and splint coals. However, it is reported that the amount of Hocking coming into this market is much more plentiful than last week on account of the new regulations at connecting points of the railroad, which permitted acceptance of a higher percentage of non-air cars. The question is being constantly asked "How can the car supply be increased?" No one seems to be in a position to answer this interrogation. It is generally conceded that more railway equipment, more mileage and more motive power are indispensable, but the railroads tell us that the car shops are back on all orders, that the iron and steel works are booking business for 1907 and that there is very little hope of securing a sufficient amount of rolling stock to help out the situation this fall or winter.

#### Anthracite Market Firm.

The demand for anthracite coal this week is not as brisk as that which characterized the market last Wednesday, owing to the mild weather. However, operators have more orders than they can fill. Many of them have back orders on file for three or four weeks. The recent cold snap tended to spread out the business. If the cold weather had continued, orders would have piled up to such an extent that operators would have been unable to fill them in several weeks. It is reported that anthracite coal in the Canadian Northwest is very scarce. Sales agents are calling in their salesmen and are not promising to fill orders for described sizes. Chestnut coal is very scarce. Shipping companies have more business than they can handle on account of the car shortage.

The delay in car transit is caused, in many cases, by the non-acceptance of through freight by connecting lines. Very little coal is now being stored because the production of the mines is being taken by the current demand. The collieries are all working full time and although the amount of coal mined last month is a million and a half tons less than the corresponding period last year, yet there will be no scarcity of coal. Transportation facilities are growing more inadequate on account of the large grain movement and dealers who have not already ordered their winter supply will no doubt have to wait several weeks before receiving coal to fill current orders.

#### Market Strong on Springfield Coals.

SPRINGFIELD market this week is growing continually stronger, especially for domestic sizes. The coals from the Springfield district are bringing \$1.10 f. o. b. the mine or \$1.85 f. o. b. Chicago, for run-of-mine. Some spot mine-run has also sold in this market at \$1.80. Nut, \$1.25 f. o. b. the mine or \$2 f. o. b. Chicago. The demand for nut is firm, whereas the market on run-of-mine is very strong. Inch and a quarter lump, f. o. b. the mine is bringing \$1.30@1.35; f. o. b. Chicago, \$2.05@2.10; domestic lump at the mine is bringing this week \$1.50, with an advance of 25 cents for country business; f. o. b. Chicago, \$2.25; egg coal is the same price as domestic lump, and the demand very strong.

The market on screenings is not much improved over last week. The demand is very light; some screenings have been bought at the mines as low as 15 cents. The prevailing price, however, is 25 cents f. o. b. the mines or \$1 f. o. b. Chicago. The production of Springfield coals is about 35 per cent of normal capacity, owing to the excessive car shortage. It is reported that the transportation facilities on the Illinois Central are better than on the Chicago & Alton.

THIRD VEIN and Spring Valley coals continue very firm, and the prices have not advanced during the last week, but may be increased any day. Chunks f. o. b. the mine are selling for \$2.25, standard lump \$2.15, large egg \$2.15, washed nut \$2.15, washed screenings \$1.60. Car service is very bad, and but little coal can be secured. Orders are coming in rapidly for the coal from this section. Although the operators are making every effort to keep up with the demand, yet orders are gradually accumulating, and it is impossible to promise any definite dates for delivery. The car supply on the North-Western is fair; on the St. Paul the demand is much greater than the supply of cars, but on the Chicago, Burlington & Quincy it is almost impossible to get sufficient cars to take care of the rush orders. Scarcity of labor is also affecting the supply of coal from this district. One of the operators has been trying for some time to secure sufficient help to begin operating one of his mines, but up to the present writing has not succeeded.

WILMINGTON coals are scarce. Mines are operating only about sixty per cent of the time. The car shortage is excessive and growing worse. The demand for Wilmington coals is very strong, and washed 2-inch screenings are bringing \$1.75 f. o. b. the mines; lump, \$2.50 f. o. b. the mines. It is reported that other mines will be opened in this district in the near future.

CARTERVILLE in good demand. Conditions go to show that the price on Carterville coals will be advanced in the near future. The car supply is reported a little better than last week, but there is not enough difference to help out the market to any great extent. By virtue of the car shortage mines are operating only about half of the time. The mine-run coal coming over the Chicago & Eastern Illinois is bringing \$1.75@1.85 f. o. b. the mines or \$2.75@2.85 f. o. b. Chicago. Carterville coals coming over the Illinois Central are bringing f. o. b. the mine \$1.25, f. o. b. Chicago \$2.25. The market is reported very firm on this size of coal. Egg coal f. o. b. the mine is bringing \$1.50, f. o. b. Chicago \$2.50, with a very firm market. Six-inch lump is also firm, and is bringing f. o. b. the mine \$1.50@1.55. The Chicago price is \$1 greater, to cover cost of transportation. No. 1 washed coal is quoted today at \$2.15 f. o. b. the mine or \$3.15 f. o. b. Chicago; No. 2 washed \$1.60 f. o. b. the mine or \$2.60 f. o. b. Chicago.

STAUNTON coals still active. The car service in the Staunton district is very bad. The demand for all coals from this field is very strong with the exception of screenings, which have been purchased as low as 15 cents f. o. b. the mine. The current price, however, is 25 cents. The market on Staunton nut is firm, and the price is quoted at \$1.25 f. o. b. the mine or \$2 f. o. b. Chicago. Mine-run is bringing \$1.10@1.15 f. o. b. the mine or \$1.85@1.90 f. o. b. Chicago. Egg and lump are bringing \$1.50@1.75 f. o. b. the mine or \$2.25@2.50 f. o. b. Chicago; inch and a quarter lump \$1.30@1.35 f. o. b. the mine or \$2.05@2.10 f. o. b. Chicago. The mines are operating

about 30 per cent of the time, and there is little hope of getting a larger supply of coal to the market as long as transportation facilities are not improved.

FRANKLIN county mines are operating about forty per cent of the time. The car situation is about the same as last week. There is very little improvement in the market on screenings. Demand is very weak, and the price f. o. b. the mine is 65 cents; f. o. b. Chicago \$1.65. The demand for 6-inch lump is firm, and the price is quoted at \$1.75 f. o. b. the mine or \$2.75 f. o. b. Chicago. Mine-run is also in good demand and bringing at the mines \$1.15; f. o. b. Chicago \$2.15.

Du QUOIN operators, in some cases, are three weeks behind on their orders. However, they are making every effort to catch up, and are taking cars of the rush demand as well as possible. Mines are operating only about 33 1-3 per cent of the time, and the car shortage is growing worse. The market on No. 1 nut is very firm. The price f. o. b. the mine for No. 1 is 85 cents, f. o. b. Chicago \$1.75; No. 2 nut f. o. b. the mine 75 cents, f. o. b. Chicago \$1.65; domestic egg is bringing at the mines \$1.30, f. o. b. Chicago \$2.20; domestic lump \$1.45 f. o. b. the mines or \$2.35 f. o. b. Chicago; inch and a quarter lump is quoted at \$1.20 f. o. b. the mines or \$2.10 Chicago.

#### Brisk Demand for Ohio Coals.

HOCKING this week is in somewhat better supply because of a ruling of the Baltimore & Ohio and Erie railroads to accept a certain amount of non-air cars at their connections. Very little Hocking is being stored at the docks. Report has it that less than a hundred cars were in service for this purpose this morning. The price on Hocking is very high, which has tended to mitigate the number of current orders. This, of course, has permitted the operators to catch up with the large amount of business which they had on file. Price f. o. b. the mine is \$2; f. o. b. Chicago, \$3.65. The mines are operating only about thirty-five per cent of the time. One operator claims that he is getting only four hundred cars a week, whereas his capacity is eleven thousand cars.

JACKSON HILL car service is reported as being the best on the Panhandle. This coal is very scarce and price current at this time f. o. b. Chicago, open cars, is \$4.15; box cars, \$4.25; f. o. b. the mines, \$2.50, open cars, and \$2.60, box cars.

PITTSBURG No. 8 mine run is very firm and is bringing \$1.55 f. o. b. the mines, or \$3.20 f. o. b. Chicago; three-quarter-inch lump, \$1.65 f. o. b. the mine, or \$3.30 f. o. b. Chicago, with the market strong.

#### Indiana Coals Active.

BRAZIL BLOCK coals will probably be advanced the first of November. There is a great deal of delay in shipments over the Vandalia and Big Four. The Chicago & Eastern Illinois service is somewhat better. The mines are operating about one-half of the time. Price f. o. b. the mines, open cars, \$2.25; box cars, \$2.35; f. o. b. Chicago, \$3.05, open cars, or \$3.15, box cars. The demand is very strong.

SULLIVAN county district reports the car shortage about the same as it was last week. Mines are operating only about fifty per cent of the time. The demand is firm for four-inch lump, which is bringing \$1.75, open cars, or \$1.85 box cars, f. o. b. the mine. Inch and a quarter lump is quoted \$1.40@1.50, open cars, f. o. b. the mine, \$1.60@



1.70, box cars, f. o. b. the mine. It is reported that the price may advance November first. The reduction on freight rates on the Northwestern which will take place the last of this month no doubt will bring in an avalanche of orders.

#### West Virginia Coals Very Scarce.

NEW RIVER and all coals from the West Virginia regions are scarce. The demand for egg and lump this week is very strong. There is practically no spot coal. The price f. o. b. the mines for egg and lump is \$2.25, f. o. b. Chicago \$4.30; run-of-mine is bringing f. o. b. the mine \$1.35 or \$3.40 f. o. b. Chicago. There is little spot coal in the market, and the demand is firm. The car shortage is growing worse in the New River field, and operators have been holding conferences in the hope of discovering some method to eliminate the serious conditions which they anticipate will arise in the near future.

POCAHONTAS district reports an improvement in the car situation. The lake season is practically over for this field, which elim-

inates a large number of cars for all-rail service. Orders are coming in rapidly for this class of coal. Demand for mine-run is firm, the price ranging from \$1.25@1.35 f. o. b. the mine; \$3.30@3.40 f. o. b. Chicago. Egg and lump is bringing \$2.25 f. o. b. the mine or \$4.30 f. o. b. Chicago. The demand for domestic sizes is very firm.

BLACK BAND market continues about the same as last week. The prices have not been advanced because it has not been possible to secure coal to fill orders at any price. Quotation f. o. b. Chicago is the same as last week—\$4.05 f. o. b. Chicago and docks. Price is subject to change without notice.

WINIFREDE splint is very strong. Prices are liable to advance any day and no spot coal is available. Operators and jobbers are busy as "nailers" trying to get together sufficient coals to fill rush orders. It is reported that business is more brisk than at any time this fall and the demand is increasing daily. Trade is being compelled to take coal in any kind of cars and orders are piling up. Car service in the Kanawha field is very bad and practically no coal is being

shipped to the docks. Price is \$1.90 open cars to \$2.25 box cars f. o. b. the mines, or \$3.90 open to \$4.25 box cars f. o. b. Chicago. The demand is very strong and it is reported that the docks will advance the price on the nineteenth forty-five cents.

FAIRMONT district reports a shortage of labor, which, however, does not appreciably affect the supply of coal on account of the excessive car shortage. Mines are operating about fifty per cent of the time. The demand for three-quarter-inch lump coal is very strong. Price at the mines is \$1.35@1.50 or \$3.25@3.40 f. o. b. Chicago. Domestic lump is quoted at \$1.50@1.60 f. o. b. the mine or \$3.40@3.50 f. o. b. Chicago.

YOUGHIOGHENY operators will be compelled to shut down many more mines unless the car service is improved. At present the mines are running only about 30 per cent of the time. It is therefore obvious that Youghiogheny coal is very scarce. Car shortage is reported worse than last week. Quotations today are \$3.40@3.50 for three-quarter-inch lump, \$3.50@3.65 for the inch and a quarter lump, f. o. b. Chicago; mine price \$1.90 less.

## Market Conditions and Trade Gossip from Cincinnati.

CINCINNATI, Oct. 25.—(Special Correspondence.)—Without exception, every coal office visited by THE BLACK DIAMOND representative this week, reported that the car service on all the railroads entering Cincinnati is not only worse than it had ever been known to be before, but that it is getting worse from week to week, and no one, either in the coal trade, or among the railroad officials, can see any hope for any immediate improvement. As a natural result, therefore, the general coal market here is not only firm, but it is practically demoralized. Large concerns that have contracts for furnishing large amounts of coal to steam plants and other extensive consumers can not get enough coal to supply their contracts, and instead of having free coal to sell, as many of the coal consumers affect to believe, the coal men are exerting every effort to fulfill their obligations, and even then with only indifferent results. Almost every coal selling agency has gone up against the proposition of the brusque and bluffing purchasing agent of consuming plants threatening "to break my contract, and go elsewhere for my coal for the remainder of the year," but these purchasing agents are now getting wise, and they look twice before they leap into the open market, breaking a contract that may have been made last August for instance, at a much lower price than is now current. The buying public, which paid no attention to the advice of the best informed men in the coal business, are now beginning to plead for coal which they can not hope to get for a month to two months from the date of their orders.

#### A Tendency Toward Higher Prices.

As a further result of existing conditions, it is not wonderful that there is a constant tendency toward higher prices for all kinds of coal in this market. One large concern was preparing a circular to be sent out on Saturday of this week, quoting Luhrig six-inch lump at \$2.25 a ton at the mines in Ohio, and \$2.15 for domestic egg. Although there is at present no real market price for coal, a range of quotations on splint lump runs from \$1.75 a ton at the mines to \$2.25 a ton at the mines. Splint run-of-mine is in fair demand at from \$1.05 to \$1.25 a ton at the mines, while splint nut and slack ranges from seventy cents, an advance on the minimum price, to ninety cents a ton at the mines. New River and Pocahontas lump and egg are held firmly at \$2.25 a ton at the mines, while run-of-mine ranges from \$1.35 to \$1.50 at the mines. For a long time the smokeless market was much firmer than the splint; but now one kind of coal is just as hard to get as another.

#### River Prices are Unchanged.

Notwithstanding the numerous recent receipts of river coal from the Kanawha district, and the lesser amount from Pittsburg, there is no

change in the prices of river coal. The tendency of the market is toward an advance rather than a decline, as the demand is excellent. It frequently happens that during great car shortages, it is possible for the Cincinnati river dealers to get cars for short shipments into the interior of Ohio, Indiana and even Illinois. The business of the river elevators this season has been particularly good, although they are now suffering from the same great car shortages that affects the entire country. The price of river coal elevated from barges and loaded on cars is now \$2.75 a ton, an advance of twenty-five cents having taken place quite recently. Both Pittsburg and Kanawha lump is worth 7½ to 8 cents a bushel of 2,688 cubic inches afloat in barges in the Cincinnati harbor, and nut and slack ranges from 5½ to 6½ cents a bushel. All river coal is sold by the bushel, and is gauged by cubical contents. The stock of river coal now on hand is quite meager, considering the demand; but in all probability there will be plenty of water in the river before the present stocks are entirely consumed.

#### Coke Shows Great Strength.

As noted from time to time in this report, the coke market has been quite strong all the fall, but it is particularly strong now. The greatest demand is for foundry coke, which is very hard to get at \$3.65 to \$3.75 a ton at the ovens in the New River and Kanawha districts. Furnace coke is firm at \$3.25 to \$3.40 a ton at the ovens. The greatest difficulty at present in the coke industry is the inability of the railroads to furnish proper transportation, box cars being an almost unheard of quantity of late. Another thing that makes coke scarce and high priced is that the labor is very scarce in many of the coke-producing districts. Many manufacturers of coke are at their wits' ends in trying to get a sufficient amount of labor to turn out anything like the capacity of the plants.

#### Retail Trade Good.

The local retail trade is excellent. Almost every concern that sells coal to families and other small consumers reports that business is quite satisfactory, and there is no disposition on the part of any of the dealers to recede from the advanced prices of the week before. Standard splint lump is selling at \$3.50 a ton delivered to families, while Pocahontas and New River lump and egg sell for \$4.00 delivered. Anthracite is worth \$7.50 a ton, but the trade in this grade is about over for the season. Gas coke sells for nine and ten cents a bushel delivered, while nut and slack for steam purposes ranges from \$1.90 to \$2.25.

#### Cincinnati Koruskation Kokoal.

F. H. Benedict, southern Ohio skout for the Order of KoKoal, has been the busiest man in

Cincinnati during the past week or two, rounding up candidates and at the same time making preparations for the first koruskation of the celebrated order in Cincinnati. Up to this writing he had secured the signatures (and five twenty-eight) of between forty and fifty of the most prominent coal men of the Queen City, and it is more than likely that before Saturday evening rolls 'round there will be over fifty candidates. The koruskation will take place at the Business Men's club, in the Chamber of Commerce building, and will be followed by a banquet and other entertainment not now given out. The advance circular issued this week is unique in its wording, and is calculated to make the uninitiated wish to "come on and lift."

#### Big Damage Suit Settled.

The long drawn out and bitterly contested damage suit of the Jones & Adams Co., of Chicago, against the Luhrig Coal Co., of this city, was abruptly ended in the United States court Tuesday, when it was announced that a compromise had been effected. The Jones & Adams Co. sued the Luhrig Coal Co. for \$120,000, alleging a breach of contract, the plaintiff company having a contract with the defendant concern for 75,000 tons of coal at a stipulated price. As a result of the first trial of the case about a year ago, judgment was awarded Jones & Adams in the sum of \$60,000 but the court of appeals reversed this decision on a number of technicalities, and ordered further proceedings. This was being done, when Mr. Jones made an offer to compromise for the sum of \$30,000, and his offer was immediately accepted by the Luhrig Coal Co. Judgment was immediately given for this amount, and each side will pay an equal amount of the court costs. When seen at his office Wednesday by THE BLACK DIAMOND man, President Alexander Cunningham, of the Luhrig Coal Co., expressed himself as exceedingly well pleased at the outcome of the case.

#### Another Rise in the Kanawha.

The recent heavy rains caused a substantial rise in the Kanawha river which allowed the river shippers of the Kanawha district to market every barge of coal they had loaded. The amount of coal to come out on this swell was not large, but the brisk demand made upon the stock of coal afloat, makes every little addition to the floating stock very acceptable. Less than one million bushels came to Cincinnati. The same rains almost made a good stage at Pittsburg, but as it was, only three or four towboats, and they with only very light tows, got away from Pittsburg. The Pittsburgers are anxious, however, to get as many empty coalboats and barges back to Pittsburg as possible, and they are delighted to have the opportunity to get



the empties back to the mines, even if they did not get much coal to market.

#### NEWS NOTES AND PERSONALS.

W. W. McGuffin, manager of the New River Coal Sales Co., is enjoying a trip east.

The Chesapeake & Ohio railroad issued a circular a few days ago extending its lake rate thirty days longer, or until November fifteen.

Sidney P. Hostler, well known as a former Cincinnati coal man, now of Chicago, was a pleasant caller at a number of coal offices during the past week.

George W. Thcis, vice president and general

manager of the Monongahela River Consolidated Coal & Coke Co., was a Cincinnati business visitor during the week. He went south from here.

W. P. Slaughter, vice-president and general manager of the Glen Alum Fuel Co., returned a few weeks ago from his vacation, which was spent at the seashore, and he is now at French Lick Springs recuperating from his vacation.

C. A. Chambers, well known here as the former general sales agent of the Luhrig Coal Co., but now the power behind the throne in the office of the Fairmont Coal Co., Detroit, spent a day or two among his old friends here this week. He was a welcome visitor among the coal men.

and J. Wooley of the Wooley Coal Co., Evansville, Ind.

George C. Breckenridge, the well known mining engineer, is in St. Louis, where he was called to attend the funeral of his father.

For several years he was engaged in the operation of mines in north Missouri and was widely known by coal operators in this district, having been here upon two or three different occasions on business with mine companies in southeastern Kansas. Later he moved his family to Guadalajara, Mexico, where he acquired interests in several mines, the management of which he had up to his death. A few years ago he moved his family back from Mexico and located them in Columbia, Missouri, and recently he located them in Farmington, Missouri. At the time of his death he was in St. Louis under treatment for uremic poison.

Instead of having a basement half-filled with the coal pile and laboring morning and night with the shovel, it will be possible soon to turn on a faucet and let a bucket of coal run out, if the plans of Dr. George R. Nunnally succeed. Dr. Nunnally announced in Bevier, Missouri, that he had it all figured out and demonstrated. According to the inventor it will be easy. Coal miners will disappear. Their places will be taken by men who will spray the face of the coal veins with a solution Dr. Nunnally has invented. The coal, he says, will be turned into a liquid by this means. The liquid coal will be pumped to the surface and stored in tanks. As soon as it is exposed to light and air, he says, it will become hard. Liquid coal will be piped, he says, as oil now is, and will be distributed to consumers in cities and towns as gas is served. Dr. Nunnally exhibited a dark fluid of about the consistency of mucilage which, when exposed to light and air, gradually hardens. This, he said, was liquid coal.

William Batrim, formerly of the Central Coal & Coke Co., has succeeded Russell Smith as city sales agent of the Wear Coal Co.

## The Missouri River Coal Trade.

KANSAS CITY, Oct. 23.—(*Special Correspondence*)—The coal business in this district continues to increase in volume. A canvass of the dealers yesterday failed to find one who did not have more orders on hand than he could conveniently handle. It is the consensus of opinion that the use of natural gas in this section will not hurt the coal trade to an appreciable extent. The shortage of cars is not less a serious consideration to the trade than it was a week ago. If the railroads are trying to remedy the difficulty their efforts certainly have not been manifest. And the indications are that the shortage will be even more serious when the shipping of the record breaking corn crop begins. In the last week there has been an advance of twenty-five cents in the price of Kansas coals. The retail market now quotes Cherokee lump at \$4.25 instead of \$4.00. Cherokee nut has increased from \$3.75 to \$4.00 and Farmers' from \$4.00 to \$4.25. In the last few days there has been an increased demand for screening coal; in fact there has been a ready sale for all that has been put on the market.

Deeds have been recorded for the sale of two tracts of land in the west part of the Washington township near Pittsburg, in Kansas, to the Central Coal & Coke Co. One is 160 acres, owned by Isaac R. Young, and the other eighty acres, owned by Alfred Allen. The farms adjoin. The consideration was one hundred dollars per acre, sixteen thousand dollars for the Young land and eight thousand dollars for the Allen property.

The deed has also been recorded for the sale of the Thomas Shafer coal land in Washington township to J. S. Patton. The land, which includes 240 acres, was purchased by Mr. Patton for coal purposes. It lies between the Santa Fe and Wear coal properties on the east and the Girard Coal Co. on the west. The consideration was \$24,000, one hundred dollars per acre.

J. R. Crowe, of Kansas City, president of the J. R. Crowe Coal Co., returned to Kansas City last week after inspecting the holdings of the company in Kansas. "We are in shape now to produce lots of coal," said he, "and have a fine lot of mines in Kansas; in fact better than we have had at any time since the company has been in existence."

The Chicago, Milwaukee & St. Paul road is holding what might be called a coal institute in Sheffield, a railroad suburb of Kansas City. Besides the officers of the Kansas City division of the road, firemen, brakemen, and conductors are attending the meeting. W. M. Harvey, fuel accountant of the railroad, is chairman of the meetings. "We expend from four to five million dollars for coal a year, consequently a saving of one-half to one per cent a year means a considerable amount," said an official of the road. "We hold the meetings at every division point of the road. Since the institution of these meetings we have received dozens of suggestions from the employees for fuel saving devices, which are now in service."

Commissioner Bennet Brown of the Southwestern Coal Operators' Association, settled a threatened strike at Russelsville, Ark., in ten minutes the other day and averted a shut down. Mr. Brown received a telegram from Banker White of Russelsville, informing him that the district officers of the Mine Workers'

union had threatened to shut down the mine of the Anthracite Mining Co. of that place. Mr. Brown hurried to Arkansas and adjusted the difficulty in short order.

For the last month some of the mines in Kansas have been working poorly. The report comes now, however, that the work is beginning to pick up and that the mines are now working full capacity. Traveling men report that an unusually large deposit of coal has been discovered at Bates, Ark., and that the find has caused a great deal of interest in that section. Since the first strike a number of shafts have been opened up and digging is progressing rapidly.

The private car of Frank P. Jeffries, general passenger agent of the Rock Island and Frisco systems, passed through Kansas City yesterday. In the party were R. R. Hammond, of the Deering Coal Co. of Chicago; Hugh Shirkie, the Terre Haute, Ind., coal operator,

## Mining News from West Virginia.

WHEELING, W. VA., Oct. 24.—(*Special Correspondence*)—The controversy over the basis of car distribution for the coke ovens in the Flat Top field has been brought to a focus again by a conference of a majority of the operators with representatives of the Norfolk & Western Railroad.

Seventy-one per cent of the voting strength of the operations, composed of a vote for each coke oven, favored the change from an oven basis to the capacity basis. President Johnson, of the railroad, announced subsequently that he would not put the new basis into effect until seventy-five per cent of the operations were favorably disposed. Only six hundred ovens were unrepresented at the conference out of a total of thirteen thousand.

It will have to be ascertained by actual experience how much each operation can load to arrive at the new basis, and from the loading figures the percentage of cars will be apportioned. To put the new basis into working order will naturally require some time, but present indications do not assure that the three-tenths opposed to the change will welcome it.

When a vote was taken on the proposition several months ago those opposed to a change were in a majority. The second conference may dispose of the contention.

Data has been collected in the New River region showing that for the year ending with August, that is, a year from August, 1905, the seventy-one operations produced 5,518,322 tons of coal and 10,908 tons of coke.

The twelve Dixon mines led, with the half dozen of the Smokeless Coal, controlled by the Wittenberg interests, second, while the McKell mines were third.

Natural gas may soon play the same trick in West Virginia that it has turned in Indiana. Local industries that for years relied on the fuel have been forced to shut down this fall because of the short supply. Higher prices for domestic consumption in Ohio cities and other distant points have induced the companies to give the steel, iron, pottery, and

glass industries the alternative of higher prices or going back to coal.

Some of the furnaces are trying to meet the situation by using some coal and economizing with less gas in the same fires. All up and down the Ohio valley there are similar complaints. While West Virginia leads all the states as a gas producer, its supply is being piped to other states, almost entirely for residential consumption, and its threatened passing from the local industries is presenting a problem which will be solved most likely in the interests of the coal man.

The state mining commission to revise the laws has resumed its sessions and Governor Dawson in greeting the members took occasion to remark that there were operators who were so greedy for the dollar that they didn't care for the sacrifice of life. As he failed to specify instances, and as there is an election coming on soon, there are grounds for believing the governor was playing to the gallery, for it is inconceivable that operators should risk the immense financial cost of mining disasters.

It is said the Consolidated Coal Co., which owns the tow boat Raymond Horner, which was damaged by an accident near Parkersburg, will institute a damage suit against the Baker Contract Co., alleging negligence.

The Carver Bros., operating in the Kanawha valley, lost a new barge containing fifteen thousand bushels of coal, which tore loose from its moorings during a sudden rise and broke up after a plunge over a dam.

A big deal is reliably reported to be pending in the eastern Ohio field whereby the Youghiougheny & Ohio will purchase the properties of the Lorain Coal & Dock Co., for a consideration around \$1,500,000. There are seven mines and thirty-five thousand acres of the Pittsburg number eight seam involved. The two concerns are now the largest individually in the field and the combine would be a formidable one.

General Manager Lee L. Malone of the Fairmont and allied concerns left this week



for Chicago to inspect the holdings of the Northwestern Fuel Co., in that section. He was joined there by President C. W. Watson and Vice-president Jere H. Wheelwright. Before returning the party will inspect the company's docks and steamers at Duluth and other lake ports and look over the trade situation in Minneapolis and other cities in the northwest.

Mr. Malone's field of responsibility has been widening gradually, and in the future he will devote more attention to the company's interests beyond the mere routine of the Fairmont office.

The Mingo Block Coal Co. has been organized by V. L. Highland and other West Virginians to operate in Harrison county, with an authorized \$350,000 capitalization.

Joseph H. Boyd, who opened up the Glen-

dale mine and who has been prominently connected with other New River concerns, has disposed of his holdings and gone to Wyoming to take charge of a large ranch for his father. C. B. Helwig, who has bought him out, has been superintendent of the mine at Quinnimont.

Charles M. Shank, superintendent of the H. C. Frick Coal & Coke Co.'s plant at Lemont, Pa., has been visiting at Morgantown. He reports an amazing scarcity of help. The coke business is booming, but the companies cannot secure sufficient men.

Jarius Collins, a prominent Norfolk & Western operator, and a brother of Justus Collins, the well known Charleston operator, has been nominated by the democrats of his district for the state senate.

Jellico-Laurel Coal Co., the chief distributing agent for eastern Kentucky coal in Louisville.

That the same interests control the Jellico-Laurel Coal Co. and the Byrne & Speed Co., also a distributing agent in Louisville for Pittsburgh coal and western Kentucky coal, and a supposed competitor of the Jellico-Laurel Coal Co.

#### Blue Gem Brings \$3.50.

With mutterings in many quarters the price of coals in Kentucky, Tennessee and the south is about as follows: Best Blue Gem block, \$3.50 f. o. b. mines; Blue Gem lump and block, \$3.25; best Jellico lump and block, \$3.00; standard eastern Kentucky lump and block, \$2.50; nut and slack and steam are strong, ranging from 55c. to 80c f. o. b. mines, for nut and slack, according to quality, and 90c. to \$1.15 for steam; straight run-of-mine from small mines which do not screen their output is being purchased for use as domestic coal and is bringing from \$1.25 to \$1.60 per ton f. o. b. mines.

Snead & Meguire, of Louisville, have purchased the output of Perry Cole's mine, near Pittsburg, Kentucky, which is operating a small territory of unworked land on the property of the old Peacock Coal Co. The quality of the coal, of which very little is left, equals anything in that section.

Mr. James F. Macpherson, manager of the Blue Gem Coal Co., of Jellico, Tennessee, has returned to the main office of the company in Louisville, after spending a month at the mines. He reported that last week he secured only eight Southern cars and sixteen Louisville & Nashville cars, his output being thus considerably restricted.

F. F. Snead, of Snead & Meguire, has just returned from a trip through eastern Kentucky where he was busy getting cars shipped to importunate customers.

R. M. Jackson, president of the First National bank, of London, Kentucky, also president of the Pittsburgh Coal Co., sustained a sprained ankle during the recent fire, which destroyed almost an entire block in London. The town of London has no fire protection, and Mr. Jackson was gallantly leading the bucket brigade when he suffered his injury. Mr. Jackson gamely stood on the burning deck until the flames were under control.

## The Detroit Coal Trade.

DETROIT, Oct. 24.—(*Special Correspondence.*)—It is with fear and trembling that the coal men of this city consult the weather predictions. The car shortage today is something very serious—the worst ever experienced—and, if a big storm occurs, which, by the way, is predicted, they anticipate a real famine. Up to date the big companies have been able to take care of their present customers, but are refusing all new business and cannot tell from day to day what the situation will be in twenty-four hours.

The demand, both for steam and domestic coal, has been heavy the past week and everybody has been doing a rushing business. The car tracks are almost empty and there is good trading in all grades. Even fine coal, especially the nut, pea and slack variety, is in great demand, and the man who is not doing a rushing trade nowadays in Detroit is not to be found. At last it can be said that the consumers have waked up and the shippers, while regretting that the car shortage hampers the business, cannot help laughing and saying with a good deal of relish: "I told you so."

Hocking is going like hot cakes when it can be found, at two dollars a ton, and Massillon at

\$2.25 is also in good demand. Imperial Cambridge is also easily placed and there are many inquiries for cannel. Hocking slack sells for seventy-five cents, an increase in price from forty and forty-five cents over what it was a month ago. Youghiougheny slack brings eighty-five cents. In fact any old grade or size is being snapped up nowadays and buyers are glad to get it. The past week has been the busiest for many months, the car shortage making a brisk and keen market. Everybody is buying; the big shipper is going out after coal with which to fill his contract, and the consumer is anxious to replenish his stock before the car shortage gets any worse.

The miners in the Massillon district are working about two days in the week, and in the Hocking Valley the mines were in operation but sixty-five hours in the past fourteen days. The people are now paying for their delay in buying when prices were cheap and delivery was sure.

The hard coal situation is encouraging on the whole. Dealers are busy and the mines are making prompt shipments. Orders from the country dealers are coming in quite rapidly and the sales agents have plenty of work on hand.

## Kentucky and Tennessee News.

LOUISVILLE, Ky., Oct. 24, 1906.—(*Special Correspondence.*)—With the price of eastern Kentucky and Tennessee coals still soaring higher, complaints of Louisville people have taken shape as follows:

A resolution looking toward the establishment of a municipal coal yard has been introduced in the board of aldermen, and is now in the hands of a committee.

Another resolution has been adopted requesting the commonwealth's attorney to institute an investigation in regard to "a reported combination among firms, corporations and individuals selling coal in the city of Louisville whereby the price to customers has been regulated to suit their selfish purposes."

The advance in price which has caused the trouble was from fourteen cents to fifteen cents per bushel for first and second pool Pittsburg and from thirteen cents to fourteen cents per bushel for fourth pool Pittsburg and Jellico; while western Kentucky lump was moved up from twelve cents to thirteen cents per bushel. This was done chiefly in the interest of the Jellico dealers, who found themselves unable to obtain rail coal at any price, which would permit of their handling it. The market on Jellico and eastern Kentucky coals stands practically one dollar per ton higher than at this season last year.

#### Will Investigate Louisville Next.

While Louisville among Kentucky cities seems to be the particular storm center, the entire state and the south are watching with interest the result of the investigation now being held at Knoxville, Tenn., by the interstate commerce commission, as the commission have announced their intention to adjourn to Louisville as soon as they finish looking into the charges of dis-

crimination preferred against the Southern railway by the Middlesboro district operators.

A number of the most substantial operators of this district have testified and have produced records in an effort to show that their mines were discriminated against in favor of the Manning Coal Exchange, which is a sales agency controlling the output of a number of mines. C. M. Woodbury, president of the Mingo Coal & Coke Co., testified that car shortage had reduced the value of the output of his mine from \$158,000 to \$93,000 in the past three years, and that his company is practically ruined. He said that he had been unable to sell coal to the Southern Railway Co. on a satisfactory basis since the establishment of the Manning Exchange. Officials of the Turner Coal Co., Columbia Coal Co., Middlesboro Coal Co., Shamrock Coal Co., and Ralston Coal Co. gave interesting testimony in regard to prorating the always scanty supply of cars. High officials of the Southern were present, but have not yet been heard in full.

#### Admits Owning Mining Stock.

C. S. Mannus, who recently resigned as general superintendent of the Southern Railway Co. to go into coal mining in the Middlesboro district, admitted that while with the Southern he and other Southern officials had owned stock in several coal companies. In answer to Judge Clements, of the commission, he stated that he saw no impropriety in this.

It is understood that the charges to be investigated in Louisville are as follows:

That the Louisville & Nashville railroad, through the Louisville Property Co., owns about fifty thousand acres of coal lands in Bell and Whitley counties in Kentucky and Tennessee.

That the Louisville and Nashville favors the

#### Western Coal and Coke Notes.

The shaft of the Burr Oak Coal Co., at Oliver, Iowa, was recently destroyed by fire, causing a loss of \$3,000.

The Pocahontas Colliery Co. has declared its regular quarterly dividend of one and one-half per cent, payable November first.

The Peerless Coal Co., Birmingham, Ala., has filed an amendment to its charter increasing the amount of capital stock from \$10,000 to \$13,000.

Work on the new coal dock being erected at Two Harbors, Minn., is progressing slowly and it has been decided not to put it in service this season.

The Gibson Coal Co., Des Moines, Iowa, have given up the retail end of their business and in the future will devote themselves to the wholesale business exclusively.

Owing to a shortage of coal in Utah the new Garfield smelter of the American Smelting & Refining Co., Salt Lake City, has been obliged to close. The shortage of coal is said to be due to the inability to secure cars and labor.

George Warren, capitalist of Franklin, Ohio, is organizing a company for the development of four thousand acres of rich coal and timber land in western Knott county, Kentucky, which he recently acquired.

Dr. A. G. Leonard, state geologist of North Dakota, has completed a study of the lignite beds of western North Dakota and eastern Montana by order of President Roosevelt in pursuance of his plan to protect the people from future fuel famine.

The Jones & Laughlin Steel Co. has purchased from the Pittsburg-Buffalo Coal Co., Pittsburg, Pa., five thousand acres of coal land. The property adjoins the present holding of the steel company and the consideration was one thousand dollars per acre.



# Six Hundred Million Dollars Worth of Hard Coal.

The trust deed securing the Reading's general mortgage sinking-fund bonds stipulates that five cents a ton for anthracite coal mined shall be set aside as a sinking fund to cover impairment of the pledged property. Under this provision, and for similar purposes, the Reading management has appropriated an average of say \$800,000 yearly since 1899, to cover depletion of mines. Assuming this as a basis of computation, it may be shown that the accumulation of such an annual sinking fund would exceed \$200,000,000 to protect the bonds at maturity. It is well known that mortgages are a lien on security worth greatly in excess of the amount loaned, hence it is just to assume that a sinking fund accumulation of \$200,000,000 indicates coal property of far greater value. Probably we shall be much below the truth in estimating Reading's hard coal assets at \$245,000,000, or ten cents a ton on Ruley's report of unmined available supply.

We are fully justified in this assumption since the Pennsylvania Coal Co.'s sinking fund clause requires ten cents a ton mined to cover depletion, and it is fair to suppose that this figure is below the actual value of the product. It is probable that the total anthracite coal property of the carriers is worth at least ten cents a ton, or more than \$600,000,000 after liberal allowance for all the risks of mining.

Before May 1, 1908, the railways of the United States must solve the hardest problem they have faced since pioneer days—the disposition of their mineral assets to comply with the new law.

Incidentally, shrewd investors and speculators will be given an exceptional chance to make big profits in the shares of the coal roads.

Section one of the "Rate Act" passed last June makes it

## Unlawful for Any Interstate Railway

to transport any article, other than timber, which it produces or owns, directly or indirectly, except such articles as may be necessary for its use as a common carrier. This law was passed in obedience to public sentiment, and the railways will comply with it as promptly as possible.

It is obvious that the prime intention of Congress was to free anthracite coal production from the common carriers. Official reports show that 96.29 per cent of the total hard coal deposits of Pennsylvania are owned or controlled by the railroads; and that 91 per cent are directly owned by them.

To indicate the

## Magnitude of the Problem

now pending, it will be well to cite the chief facts about the anthracite coal supply. The Pennsylvania Geological Survey estimates that the three anthracite basins originally contained 19,500 million tons, of which only forty per cent can be recovered from the workings. About 3,600 million tons have been used or unavoidably lost in the collieries, leaving say 15,900 million tons in the earth. Of this sixty per cent will be lost either in pillars to support the roofs of the mines or in culm and waste, leaving available a total of about 6,630 million tons of marketable anthracite.

Of this total supply the coal roads own or control about 6,130 million tons, according to the official estimate. All of it lies within 484 square miles in nine counties of Pennsylvania. Under the present system of production the exhaustion of the fields during this century is practically certain.

It is very difficult to obtain

## Figures Showing the Ownership

among the carriers—the estimate of Ruley is usually accepted. He assigns to Reading 2,450 million tons; to Lehigh Valley 470 millions; to Lackawanna, 400 millions; to Delaware & Hudson, 260 millions; and to Pennsylvania, 74 millions. Central of New Jersey, including the L. C. & N. lease, controls 500 millions. Erie's large holdings, the Coxe estate (recently acquired by Lehigh Valley), the Pennsylvania railroad's subsidiaries, and O. & W. probably make up the total reported by the state geologists.

## The First Step

toward compliance with the new law necessarily will be an appraisal of each coal property and

of each railway. The census bureau has worked out a scientific method of valuation covering the tangible and intangible assets of carriers. It will be relatively easy to put a fair value on the railway properties as such; but the problem of appraising the unmined coal and the mining franchises presents great difficulties. The balance sheets of the coalers afford little light on the subject.

It is impossible, of course, to effect "cash sales" of properties so enormous. Even if there were no risks involved in the case there would

## Not Be Enough Available Money

to carry through such a deal. Even at ten cents a ton it would require a large part of the total stock of currency. Moreover, the resources involved are largely wrapped up in the future, hence must be capitalized in such a way as to allow of their gradual conversion into cash.

## How Is the Problem to Be Solved?

The great task imposed on the coal roads will resolve itself into two main parts—first, the appraisal of their carrying properties, in which the element of risk is relatively small; and second, the determination of the total value of the mining lands, deposits, rights to operate, and operating plants. Under each of these heads will be included not only the actual inventory values of plant and equipment, but the capitalized value of earning power, franchises, good will, and so on.

When these appraisals are made, we shall see that Reading, Lackawanna, Lehigh Valley and Delaware & Hudson think their unmined anthracite is worth a great deal more than ten cents a ton. No doubt the many friends of Reading will find that their estimate of \$1,000 a share for the equities in the common stock is somewhere near the truth.

The vital point is, that all the

## Values of These Coal Lands,

above what is needed to take care of the bonds upon them, belongs in law and in fact to the stockholders. There can be no transfer of the unmined coal without a liberal distribution on the stock. How this will be brought about has not been disclosed, nor even hinted, but the wild speculation in Reading lately clearly indicates that the stock will finally get a big bonus of some kind to represent the value it has apart from the railway plant.

In all probability the

## Holders of the Present Stocks

will be given new securities representing their equities in the railway properties; and with them, new stocks or bonds to cover the capitalized values of the coal assets. In this way the railway corporations will comply with the new law. The next step will be the execution of carrying contracts similar to those by which Ontario & Western hauls the Scranton Coal Co.'s output, though not owning the mines outright.

Of course the process will be complex because of existing mortgages secured by joint pledges of rail and coal properties, but there will be legal genius enough to settle these points equitably.

Well, the result will be that the eight or nine hard coal carriers will haul the anthracite to market as now, each from its own distinctive field as now; but free from the risks and burdensome expenses of primary production which they now have to bear.

The coal properties in due course will pass into the hands of competent mining corporations; they will be administered with reference not to the profits on the freight haul, but with reference to the economical production and sale of anthracite. In all likelihood better mining service and better carrying service. In various ways the real value of the coal properties will be enhanced.

The air is full of rumors as to mergers of coal roads and trunk lines. It all means that the coalers are the most coveted roads on the map, not merely because they own the coal, but because they are immensely valuable as links in the railway chain between tidewater and the interior.

On the basis of 1905 net earnings, using census bureau rates of computation, the eight principal

coalers (not including Pennsylvania railroad) are worth nearly \$1,200,000,000. Their coal assets at ten cents a ton are worth \$600,000,000. Their capital is around \$1,600,000,000, including all bonds and stocks. In some way the holders of the stocks in these roads are going to receive in the form of quick assets a fair equivalent for their undeveloped wealth.

No doubt the distribution will be in new securities or rights and some patience and skill will be necessary to realize the full value of the bonds. The impatient man will sacrifice his holdings by premature selling, but the far-sighted ones will hold on and be richly rewarded.

Many unhesitatingly advise friends to take advantage of all the trading opportunities that offer in the coaler stocks. Reading has had a big speculative boom, but it owns the lion's share of the unmined coal, and is entitled to the lion's share of the profits in the final settlement.

There is no doubt that Reading common will sell at higher prices than any one has dared to predict for it, before the official announcement is made. But it must be remembered that a year and a half remains in which to complete the negotiations; and in the meantime these stocks will sell much lower than their liquidating value.

The patient trader who watches market factors, buys the coaler shares in bear times and holds them, will make the big profits.

## Government to Continue Inspection.

By far the most sensational disclosures yet made in any of the investigations by the interstate commerce commission are those which concern the relations of the Union Pacific railroad to the coal lands in its territory. There is the most excellent authority for the statement that two important departments of the government very soon will be busy in further inquiry into these conditions. These are the interior department, which is concerned with the revelations about the Union Pacific's methods of getting control of rich coal lands and the Department of Justice, which will have its attention called to violations of the anti-trust law and the interstate commerce act.

Commissioner Prouty, who conducted the examinations in Omaha, Denver and Salt Lake City, is expected back in Washington in a few days, when he will make a preliminary report on his work, which will probably be made the basis from which to start further and more specific inquiries. Looking for violations of the interstate commerce law, the commission has stumbled upon what is considered the most startling evidence of wholesale infractions of both the land laws and the anti-trust act. In the line of the president's policy of prosecuting fraud against the public it is expected these schemes will be investigated in the utmost detail.

It is pointed out that these Union Pacific revelations get much nearer to the chief executive officers of the railroad than did the amazing disclosures of graft in the relations of the Pennsylvania road to its coal business, and that the Union Pacific revelations will drag in magnates of the first caliber.

There is intimation that still further inquiry will be made in which the affairs of the Colorado Fuel & Iron Co., the Utah Fuel Co., and other big concerns of the mountain country will get attention.

## Brazen Violations of the Law.

These investigations have developed that the fuel supply of an immense section of country is practically monopolized by the Harriman system. It has secured control of the coal lands, according to the testimony, by fraudulent methods, which included the employment of a subsidiary company, whose stock was owned by the railroad company, and whose employees, as well as other persons, were procured to file on coal lands and then turn them over to this subsidiary concern. When it could not get actual control of coal lands, the Union Pacific would deny switching facilities to independent operators, or if they secured these would keep them from getting cars. It has also been charged that the railroad company practically fixes the prices of coal in cities along its lines and that these are made outrageously high.





## Western General and Personal Notes.

C. M. Moderwell, Old Colony building, Chicago, made a business trip to Mecca, Ind., the location of his mines.

William H. Hockaday, of Jewett, Bigelow & Brooks, Detroit, Mich., was in Chicago on a business trip this week.

E. M. Saunders, president of the Northwestern Fuel Co., St. Paul, Minn., is spending a few days in Chicago this week.

J. H. Clagett, Chicago sales agent for the Philadelphia & Reading Coal & Iron Co., is east on a business trip for a few days.

Morton Otis, general sales agent of the Zeigler Coal Co., Chicago, is spending a few days in Minneapolis on a business trip.

E. J. Ready, superintendent of the Capitol Coal Co., Springfield, Ill., is spending a few days in Chicago this week on business.

Henry Price, together with his brother, William Price, Davies county, Ind., is making arrangements to open a new coal mine near Maysville.

H. D. Fulton, 334 West Sixty-second street, Chicago, an old and conservative coal dealer, is running for state representative on the republican ticket.

While drilling for oil at Winslow, a small town eight miles south of Petersburg, Ind., an eight-foot vein of coal was struck at a depth of eighty feet.

B. H. Kemper, secretary and manager of the Baum Coal Co., Omaha, Neb., passed through Chicago this week on a business tour in the interest of his company.

R. R. Watt, president of the Watt Mining Car Wheel Co., of Barnesville, Ohio, while on a business trip to Arizona, passed through Chicago the early part of this week.

A twenty-one-inch vein of coal has been struck on the farm of E. Campbell, three and a half miles north of Villisca, Iowa, and the vein is to be developed as soon as possible.

M. R. Kelly, manager of E. L. Hedstrom & Co., Marquette building, Chicago, is out of town for a few days on a business trip. It is expected that he will return the last of the week.

G. F. Nevins, traffic manager of the Chicago, Zeigler & Gulf Railroad, is making a ten days' business trip through the northwest, especially Seattle and Portland. He is expected to return to Chicago Saturday.

According to official reports recently issued the mineral wealth of the state of Illinois for the year 1905 was \$57,989,000, of which \$39,754,000 was coal. The production of coal for the past ten years has increased 113 per cent.

Sidney P. Hostler, president of the Hostler Coal & Coke Co., Chicago, made a business trip last week to the West Virginia mines of the company. He reports that he found a number of mines closed on account of the excessive car shortage.

Preliminary work has been started on the large coal dock of Pickands, Mather & Co., of Cleveland, which is to be erected at Detour. The estimated cost of the new dock, when equipped with machinery, is \$400,000, and will be three hundred feet wide by one thousand feet long. The dock will be used in supply-

ing the marine trade of the Lake Superior region, being at the mouth of St. Mary's river.

The Simmons Coal Co., two miles north of Canton, Ill., on the Chicago, Burlington & Quincy Railroad, expects to have its new mine in full operation by the first of January. The coal is of good quality, from the fifth vein, and is at a depth of 120 feet.

The strike which has existed for some time at the mines of the Raccoon Valley Mining Co., Terre Haute, Ind., has now been adjusted. It is alleged that the company has agreed to pay the scale, and also all miners who have been out for the past five weeks.

Large outcroppings of anthracite coal are said to have been discovered near Manistee, Mich. The coal is absolutely clear of impurities so far as the eye can determine and on being analyzed at Harrisburg, Pa., was pronounced to be of excellent quality.

The Youghiougheny & Ohio Coal Co. have opened an office in the Fisher building, Chicago, with J. L. McMahon in charge. It is the intention of the company to give more attention to the all rail trade in the future, thus relieving the congestion at their docks.

The net earnings for the Columbus & Hocking Coal & Iron Co., Columbus, Ohio, for the month of August, 1906, amounted to \$15,207, as compared with \$4,097 in July of the same year. The large increase is evidence of a complete recovery from the effects of the strike.

Eugene Zimmerman, Cincinnati capitalist and millionaire, is stopping for a few days at the Auditorium Annex, Chicago. He is making plans to build and operate a railroad to market the product of a large tract of coal land which he recently acquired in central Kentucky.

C. W. Watson, president of the Fairmont Coal Co., Fairmont, W. Va., will be in Chicago during the horse show. It is said that Mr. Watson has secured entries for twenty-two horses. At Kansas City last week he carried off thirty-two prizes, twenty-one first prizes and eleven seconds.

A striking feature of the report made by the United States geological survey on the production of coal in this country, is the rapid growth in the use of mining machines. In 1905 103,396,452 tons were mined by machines, as compared with 78,606,997 tons in 1904, or over thirty-one per cent.

The Klondyke mine at Clinton, Ind., formerly owned and operated by the Keller Coal Co., Chicago, has been sold to the Dering Coal Co. The mine is one of the oldest in the district and employs about three hundred men. The transfer gives the Dering company control of all but three mines in the Clinton field.

The Smith-Lohr Coal Mining Co., of Pana, Ill., which is owned and controlled by the Sedalia Coal Co., Chicago, say that the C. & E. I. will have a switch running into their mine by November first. This will give them a car supply from the Illinois Central, Big Four, B. & O. S. W., and the C. & E. I. railroads.

J. W. Dawson, general manager, Kelly's Creek Colliery Co., is on the war path. He says unscrupulous jobbers are taking advantage of the reputation of his Ward Cast Iron Splint and Ward Thin Vein Cedar Grove coals and are substituting cheaper and inferior coals

when his coals are specified. Ward coal cannot be shipped in anything but H. V., T. & O. C., K. & M., K. C. & N. W., B. S., and B. C. railway cars.

The Sedalia Coal Co., Old Colony building, Chicago, have not been involved in any way in the financial troubles that have overtaken J. Will Smith since he purchased the Sedalia mine at Gloucester, Ohio. The Sedalia Coal Co. sold their property at Gloucester last June to Smith and it seems he immediately mortgaged the property for all it was worth and left about a month ago for parts unknown. J. W. Blower, general manager, Hislyvania Coal Co., has succeeded W. J. Hamilton of Columbus as receiver for the mine. Every indication points to the disposal of the property at private sale and it is hoped to realize enough money to satisfy the creditors. The Sedalia Coal Co. holds a first mortgage on the property for ten thousand dollars.

Capt. George Edwin O'Neal, a well known riverman and civil war veteran, is dead at his home in Steubenville, Ohio, at the age of seventy-four years. Mr. O'Neal was engaged as a pilot and captain for fifty years, and was well known along the Ohio and Mississippi rivers, especially among the coal shippers. He recruited at the commencement of the civil war, Company G of the Thirtieth Ohio Volunteer Infantry, and was appointed a lieutenant. He piloted the Silver Wave safely past the batteries of Vicksburg. The boat was needed to land troops below the besieged city. At Antietam he went back and recovered the battle flag when down, single-handed and under fire from the enemy. In later years he commanded the steamers C. W. Batchelder, Abner O'Neal and F. M. Bayne on the Ohio river. He was a son of the late Abner O'Neal, of Steubenville, Ohio. He was married to Anna B. Black, who survives. He also leaves a sister, Miss Fannie O'Neal, of Steubenville, and a brother, John O'Neal, of Pittsburg.

### Correspondence.

VANDALIA COAL COMPANY,  
District Office.

TERRE HAUTE, IND., October 18th, 1906.  
Editor "THE BLACK DIAMOND,"  
Chicago, Ill.:

Dear Sir—In the last issue of *Fuel* there is a story taken from the *U. M. W. Journal*, to the effect that the Vandalia Coal Co. violated the contract with the miners by blowing the whistle for work when there were no cars in sight, and for so doing was fined in the sum of twenty-five dollars, which the company is alleged to have paid.

The statement is entirely without foundation. Our company has not violated the contract in any particular, nor have they had to pay any fine.

Yours respectfully,  
(Signed) JOHN HEWITT, Gen'l Supt.

Stockholders of the Tennessee Coal & Iron Co. have decided to issue the remainder of the \$7,300,000 common stock, amounting to \$3,800,000, for the purpose of improvements. New equipment will be ordered for the Birmingham & Southern Railroad, the terminal line which the company acquired some time ago.

The Georgia Coal & Iron Co., which owns considerable coal land throughout the south, has been absorbed by the Southern Steel Co., of Gadsden, the purchase price being \$2,000,000.





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**The Indiana Coal Operators' Association**

President, J. C. Golsem, Terre Haute, Ind.; Vice-President, Hugh Shirkie, Terre Haute, Ind.; Secretary and Treasurer, Philip Penna, Terre Haute, Ind.; Executive Committee, E. Shirkie, T. C. Keller, F. J. Urbain, Otto Heyden, John McFadyen, J. Smith Talley, Hugh Shirkie, J. K. Seifert, Job Freeman, John Hewitt, David Ingle and Martin Cahill.

**The Iowa Coal Operators' Association**

President, H. L. Waterman, Ottumwa, Iowa; Vice-President, T. J. Phillips, Ottumwa, Iowa; Secretary, John P. Reese, Albia, Iowa; Treasurer, E. C. Smith, Des Moines, Iowa; Commissioner, John P. Reese, Albia, Iowa; Executive Committee, Alex. Dargavell, B. C. Buxton, S. W. White, E. C. Smith and Samuel McClure.

**The Philadelphia Coal Exchange**

President, James Walker; Vice-President, George W. Edmonds; Secretary, Charles K. Scull; Treasurer, James M. Kelley.

**The Black Diamond Club, South Bend, Ind.**

President, Walter C. Miller; Vice-President, C. J. Gaskill; Secretary, D. R. Lontz; Treasurer, Lewis Kanouse.

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**1700 Thousand  
Children Work.**

A crusade against the employment of children has been recently taken up by some of the leading magazines. On October first a new child labor law went into effect in New York state which has been agitating the restriction of child labor for the past thirty years. The new law demands that no person under sixteen years of age may be employed in any factory in the state before six a. m. or after eleven p. m. It is to be regretted that so many states are not giving this important subject more attention. The vitality of a nation depends upon the ability, endurance, reliability and ambition of the rising generation. We can not realize the meaning to civilization of the vast army of child laborers who are robbed of their vitality and then turned out as moral and physical wrecks.

Do you know the content of the conversation of the average group of boy or girl laborers? Do you realize what kind of an ethical world such associations and conversations build up in the child-mind? One million seven hundred thousand children work. The mines of Pennsylvania alone employ twelve thousand little boys and girls, but this is nothing as compared with the child slavery of the south. The Washington Post claims that the average life of the child employed during the period of adolescence is four years. As Mr. Markham says in the *Cosmopolitan*, "The children while yet in their gristle are ground down that a few more millions may be heaped up." Adolescence is the period when the children should be in school. It is commendable to note that many of the states have compulsory educational laws which are enforced. The child population of America is the most cosmopolitan in all the world. The public school is the great American spirit builder. If you do not believe this go study the public school's influence on the parents of children in the foreign sections of any of our great cities.

To the American public schools come the children of the Germans and French, the Scotch and Irish, the Italians and Poles. Here we have sitting, side by side, Catholics, Protestants, Atheists, Anarchists and Socialists. The public school teaches the universal brotherhood of man, the meaning of the stars and stripes and that America stands for opportunity. All this is indispensable to true American citizenship; yet the school must teach the child how to earn a livelihood by the work of his hands. On this subject Dr.

Edward Everett Hale suggests that we have a more rigid factory and mine inspection system; that the child should go to school at least half of the time and if the poverty of the parents require that the child must work then let him work half of the day and go to school the other half, which would balance up the mental and physical development, and probably produce much better results than any system now in vogue. One of the first requisites in abolishing the child slavery evil in this country is adequate factory inspection. We blush with shame when we face the rotten condition existing in the legislatures of the four great cotton states, Georgia, Alabama and the Carolinas, which have defeated all bills presented to free the child from bondage. Even in Chicago, New York and Philadelphia thousands of children are habitually doomed to servitude because they are out of the law's protection. This class comprises venders, bootblacks, newsboys and thousands of others employed in the tenements. Massachusetts is worthy of commendation. It has the best laws and inspection in the union. In all other states it is almost impossible for an inspector to do his duty and hold his position. It is time that public opinion, a power greater than custom, politicians or boodlers, should demand the enactment and enforcement of laws which will give to the children of this country that protection which is necessary to keep every part of the social structure healthy and strong and capable of efficient service.

**How a Retail  
Coal Dealer  
Found \$5,000.**

In this progressive age the coal dealer must systematically study his business. If he does not he will wake up some fine morning and find that his competitor has won his patrons. This is a day of strenuous competition. The up-to-date coal man must have some knowledge of fuel values, transportation facilities, local supply and demand, mine production, industrial activity, agricultural prosperity, trust conditions, interstate commerce laws, anti trust legislation, advertising and salesmanship, cost of sales, credits and collections, and a number of other things, all of which affect the coal market.

At the present time the retailer is clamoring for coal. The excessive demand occasioned recently by the cold snap cleaned up his yard and he is out. Of course, ninety per cent of all the other dealers are in the same fix. They all want coal at once. Just at this time of the year the heavy agricultural products of the country make a great demand for cars. First-class freight must have preference. All coal offered for shipment by the operators must wait. For these, and other reasons, and for the fact that the transportation facilities are not adequate to carry the normal freight of the country, the dealer wakes up to the fact that he can not get coal at all. One dealer out west has had orders in for a month and has not received a pound yet.

The question naturally arises—"What is the solution of this problem?" Well, how do other merchants solve it? What would you think of a store that tells you it is "just out today"? You would say: "That must be a one-horse place; I will go and trade where they keep the goods I want." In a small town in Indiana one retailer now has a good supply of coal. He was wise enough to lay in a large stock in June and July at a low price and when there was no car shortage. His competitors are short. What is the result? He is getting all the business; he is making permanent customers out of his competitor's patrons; he will clean up \$5,000 extra profit. The other dealers not only lose the profit on the sales but they lose their permanent trade. An investigation of conditions seems to indicate that the retailer who has studied his highest interest and aims to serve his patrons promptly must put in a sufficient supply of coal to make up for delayed shipments. There are many reasons why this is good business policy in addition to those already mentioned. In the first place, he can buy his coal during April to July for twenty-five per cent to forty per cent cheaper than he can at a time of excessive car shortage. In fact he is not sure of getting any coal at all during the freight congestion period. Early in the season he has little to do and by ingenious advertising and circularizing he can secure advanced orders enabling him to know about how much coal he will need.

By placing in a stock of coal early his business is characterized by greater activity and enterprise. Nothing succeeds like success which means confidence of the public plus mouth to mouth advertising, the kind that costs nothing and does more good than a column in the public press. When the first cold snap comes all consumers want coal at once. You know how it is. The dealer who has the coal gets the business.

Coal demand is just as sure as life itself. Dealers who have been in business for twenty-five years claim that they can make from ten to twenty-five per cent on money invested by storing coal early. Coal is just as staple as sugar. Educate your customers to buy early. The time has come when the retailer must meet the conditions of supply and demand. He must have the coal to promptly fill orders. If he can not get it in October then he must store his coal or lose his trade.



# Application of Hepburn Amendment of the Interstate Commerce Act to Shippers.

The interstate commerce commission now has supervision over more than two thousand railroads with property valued at over thirteen million dollars. The seven men who have this job on their hands get ten thousand dollars a year. The commissioners are: Martin A. Knapp, chairman, of New York; Judson A. Clements, of Georgia; Charles A. Prouty, of Vermont; Francis M. Cockerell, of Missouri; Franklin K. Lane, of California; E. E. Clark, of Iowa, and James S. Harlan, of Illinois. The last three were appointed by the president during the past summer.

## An Unappreciated Clause.

In substance section 6 says that all rates shall be published *for the benefit of the public*, that no greater or less charge shall be made *by any device* and that the Commission may determine the form of publication.

This has been called an unappreciated clause. Perhaps you will ask why. Because it is the one vital feature of the whole act; the foundation stone upon which the whole structure is built. Other features there are, dealing with rebates, the long and short haul clause, etc., every one of which has been so emasculated by the courts and the actions of railroads as to entirely nullify the original purpose of the act. This one section remains practically untouched, and why? Because, in the first place, the shippers do not realize its significance to them; and, second, because the railroads do not want it changed. It suits their purpose as it stands, and if attention were directed to it and any changes made, such alterations would be more than likely to be more objectionable to the carriers than the present clause.

## Shipper Does Not Know Published Tariffs.

This clause has been unappreciated by the shipper for the reason that he does not know or realize what tariffs are published and does not comprehend to what extent they might affect the rates on his shipments. He receives a few tariffs showing the rates easily understood and does not see that in the vast multitude of other tariffs issued there must be a device which operates to his injury if he does not understand it and which is a source of profit if he does. It is this lack of thought on the part of the shippers,—the great mass of them,—that has made possible the complicated and beautiful system of the carriers which makes it possible for them with an Inter-State Commerce law to do, not only the things they did before it was enacted, but many things they wanted to do and could not.

Today there are more special rates in the shape of commodity rates than there ever was thought of before the Interstate Commerce act was passed.

The class rates have not changed materially for several years, yet there were filed with the Commission last year over three million tariffs and supplements. They were not class rate changes. What were they? Special commodity rates, special rulings, etc., every one of which tends to reduce the rates applied to the shipments of the general public.

The newspapers have been full of the rebate question, special car lines, etc., which affect only a small portion of the shipping public, who, to enforce the law, must first secure evidence by secret means of the violation of the law and who, when this has been done, cannot enforce their claims for justice without a law-suit. But nothing has been said about the great mass of the shippers who are bamboozled into thinking that they are securing the proper rates, and who, to secure lower rates, have only to wake up, study the situation and secure the tariffs which quote lower combinations. They can enforce their claims without a law suit by simply furnishing as authority the tariffs which produce the rates.

## Railroads Will Not Take the Trouble.

This is easy to say and quite as easy to do, *but the shipper must wake up*. Do not expect the railroads to thrust these rates upon you. They will not,—it tends to reduce earnings. Neither expect to find them without a search, an intelligent search.

Reports of the Commission show that rates were complex and not clear where it was easy to make them clear, that rates between competing terminal points were lowered and intermediate points not aware of it, that sometimes special commodity rates were withheld from the general public's use because they were designed for certain favored patrons. It was also shown that a system of differentials, arbitraries, rulings and special references had crept into tariffs and the tendency of all these things has been to make it possible for a few of the shippers to secure lower rates than others, and the key to this situation lies in the fact that the firms which secure the benefits of this system are those which employ traffic managers, and these generally come from railroad service.

When anyone's traffic is worth it, such a shipper is put on to the combinations and the traffic expert assisted to know where to find combinations that reduce freight cost.

## Get Your Name on Tariff List.

If you have reason to believe that either before the act was passed or since, any competitor secured a lower rate than would be applied to your freight, don't jump at the conclusion that he secured a rebate, but request the railroads from his town for tariffs affecting the commodity you are both shipping; have them place your name upon the list for subsequent issues and corrections and you will frequently find rates which will lessen your cost of transportation.

The first thing to be done is to figure out the points where rates on your product are *likely* to be made lower than would be granted you, ascertain what places intermediate between you and your various customers have two or more competing roads, then get a supply of tariffs from all of these places as well as from your own territory.

Then sit down and study the thing out.

Remember, the railroads are not compelled to furnish you with copies of tariffs. It is a mere gratuity on their part arising from their plan of furnishing tariffs containing class rates which lead the general public to believe they are securing all that is necessary.

They will scarcely refuse your request to be put upon the mailing list, especially if it comes endorsed by your local agent. If, however, they do refuse you may justly suspicion there's a reason back of it.

Understand that tariffs from your town are insufficient even though they show rates to many points you ship to. There may be combinations from other and intermediate points which produce lower rates. This is particularly true to the south, southwest, northwest and Pacific coast territory.

## System of Filing Tariffs Not Satisfactory.

The system of filing tariffs and posting them is not satisfactory publicity. Those filed with the Inter-State Commerce Commission are buried, those posted at St. Louis, for example, may affect your rates from Chicago, and those at Chicago may and probably will affect any traffic passing through Chicago from any other point.

It not being obligatory upon the carriers to furnish these and they, being posted where you could not have personal access to them, it remains for you to search for them and secure those that affect your shipments, if you wish the benefit of lower rates.

The following comments on the law from *Freight* will be appreciated by every shipper:

## Subjects Within the Commission's Power.

The subjects to which the power of the Commission apply are defined in the first section of the act, and, broadly speaking, include about every imaginable service to be performed by a common carrier. It includes, in the most comprehensive as well as specific manner, all the instrumentalities of shipment or carriage and every handling of the property or service connected therewith.

Section 6 of the original act is amended to provide in detail for the filing and publication of all tariffs, joint and single, under the direc-

tion of the Commission; it prohibits changes in tariffs with less than thirty days' notice, but authorizes the Commission to modify that requirement. It prohibits any carrier from engaging in interstate transportation except upon the published rate, and prohibits any variance from the published charges. It makes it a misdemeanor to willfully fail to file and publish tariffs or to observe same, subjecting the corporation to a fine of not less than one thousand dollars nor more than twenty thousand dollars for each offense; defines and prohibits rebates and restores the imprisonment penalty against persons who give or accept, or offer to give or offer to accept, any rebate or other variance from the published transportation charges. The Commission may modify any requirement of section 6 respecting the time and manner of filing tariffs.

Section 14 of the original act is so amended that the Commission is not required to make findings of fact except where it awards damages, but it is required to make a report in writing stating its conclusions, decision, order or requirement, which when published are made competent evidence in all courts without further authentication.

Amended section 16 authorizes the Commission to make an order in favor of the injured party against the carrier for such damages as may be sustained by reason of violations of the act, which under the old act was called "reparation," and on failure of the carrier to observe the order for payment of the money, the injured party may sue in the United States court to recover same, in which suit all the parties before the Commission may be made parties plaintiff or defendant, and the jurisdiction is fixed in any court where any plaintiff might sue any one of the defendants. In this latter particular it simplifies the procedure so as to afford a real remedy to numerous shippers, which was difficult under the old law.

## Court Review Feature.

While the jurisdiction is given and the venue fixed in the circuit courts to hear and determine suits brought to set aside, annul or suspend any order or requirement of the Commission, the law does not provide the ground upon which a decree in such a case may be based. It is claimed that therefore it is unlimited, but that claim is erroneous. Without this provision, manifestly the circuit courts of the United States would have had jurisdiction under the judiciary act to hear and determine such a case upon an allegation that the act of the commission was violative of some constitutional right or in excess of the powers given by the enabling statute, but that jurisdiction would only have extended to cases involving more than two thousand dollars.

The ground upon which such suits might be maintained, with or without the special jurisdiction conferred, must be determined by the *character* of the Commission's order. If, as seems clear, the order of the Commission, made by virtue of the powers conferred, are legislative in character, or, if you please, administrative, equity will only take cognizance of a case to set aside or annul such order, except where it is shown that the same is in excess of the powers conferred by the enabling statute or in violation of some constitutional right of property, which congress could not have committed to the Commission for its exclusive determination. It must not be overlooked that the fifteenth section as quoted gives the absolute and unlimited power to the Commission to fix just and reasonable maximum rates, and no power is given to the court expressly to review that discretion. The fact, therefore, that it is given jurisdiction to hear such a case in no sense extends the power of a court of equity to review the discretion of the Commission, except to determine whether it has acted within the limits of its powers as prescribed by law or whether its act violates a constitutional right of property. All other questions are committed to the Commission to determine.

(To be continued.)



## A Busy Week for the Order Kokoal.

L. S. Harper, sales agent of the Carney Coal Co., has been appointed Nebraska skout.

S. A. Vining, with J. R. White & Son, Providence, has been appointed Rhode Island skout.

F. E. Blodgett, retail coal dealer at Suncook, N. H., has been appointed New Hampshire skout.

There will be a Koruskation at Philadelphia at the Hotel Colonnade on October thirtieth, and the Quaker City crowd is expected to add a large number to the membership of the order.

H. S. Odibert, Jr., with the H. S. Odibert Coal Co.; J. A. Gilchrist, with the Gilchrist Transportation Co., and Robert A. Wood, with Steiner Coal Co., were admitted to the order at the last Cleveland Koruskation.

Milwaukee Kokoals will hold a Koruskation on Tuesday, December eighteenth, at the Plankinton. Herman J. Dunker, with the Milwaukee Western Fuel Co., is Wisconsin skout and promises a large class at the Milwaukee meeting. The mid-winter meeting of the Illinois & Wisconsin Retail Coal Dealers' Association will be in session on this date and it is expected that a large number of the dealers will take advantage of this opportunity to join the order.

At the last Koruskation held in Omaha the following members were admitted to the order: George B. Cronk, with C. B. Haven & Co.; A. B. Currie, sales agent for the Fidelity Coal Mining Co.; John E. Tethard, manager, Nebraska Fuel Co.; George W. Gardner and Louis Nelson, with C. B. Haven & Co.; George T. Wickham, member of the firm of Fenlon, Wickham Coal Co., Council Bluffs, Iowa; H. M. Christie, of Christie Bros., South Omaha, Neb., and A. J. Chisam, Council Bluffs, Iowa.

### The Boston Koruskation.

The first Koruskation of the Boston coal men was held on October nineteenth at 5:11 o'clock in the C. W. Kingsley hall, Ford building, 15 Ashburton place, Boston, at which ninety-five were present, and proved to be a great success. The meeting was called to order at the appointed hour by W. D. Leeds, skout, who had the work in hand, and was also ably assisted by A. A. White in rounding up so large a number of Kokoalers. Mr. Leeds made the address of welcome after the gathering, expressing himself as highly gratified with the hearty manner in which he was supported by the trade, and looked for even greater results in the near future. James McDonald, though feeling quite ill, acted as Modoc, by special authority, at the Koruskation, leaving immediately after the meeting closed. The party then adjourned to Young's Hotel, where a splendid dinner had been prepared for them, and the hour for dining was eight o'clock. Spencer T. Williams, sales agent of the Susquehanna Coal Co., was elected toastmaster and did great credit to the important office, with his usual wit and good humor, making the occasion a most enjoyable one. Speeches were made by W. R. Berry of New Haven, W. A. Clark of North Hampton, C. W. French of North Hampton, C. E. Halstead and W. G. Tate of Springfield, W. R. Batchelder, Concord, N. H., and Charles E. Lester, vice-president W. C. Mason & Co., inc., New York, National Mazumer, made a very interesting address on "The History of Kokoal." Under the leadership of W. H. Carpenter, New York manager of Pilling & Crane, a sextet was formed to sing the now popular song "Kokoal," which brought much applause and laughter, calling for ten encores during the evening, lengthening the hour of leaving until after eleven o'clock. The number Koruskated was sixty-six, with ten additional applicants, while the guests numbered fourteen. The new members are:

James T. McDonald, Modoc; Spencer T. Williams, Baron; E. H. Baker, Baronel; G. M. Lincoln, Baronet; A. A. White, Pictor; C. E. Lester, Mazumer; W. R. Berry, Acolyte;

F. S. Eggleston, Gazook; Albert A. White, Pit Boss; C. H. Walker, Swatta; W. H. Sawtelle, Spotta.

The following visiting Kokoals helped to make the affair a huge success:

A. A. White, Merchants' Coal Co., Boston; J. T. McDonald, Spring Coal Co., Boston; G. M. Lincoln, Sprague Coal Co., Boston; W. G. Tait, Springfield; C. W. French, Kimball-Cary Co., Northampton; W. A. Clark, Clark Coal Co., Northampton; C. E. Halstead, Halstead & Pierson, Springfield; W. R. Berry, Benedict, Downes & Co., Hartford, Conn.; E. L. Kendall, Gardner, Mass.; C. E. Lester, W. C. Mason & Co., New York; W. H. Carpenter, Pilling & Crane, New York; E. H. Hemmingway, W. C. Mason & Co., Hartford, Conn.; G. H. Giffin, Keene, N. H.; E. J. Daniels, Cambria Coal Mining Co., Putnam, Conn.; W. R. Batchelder, Northeastern Retail Coal Dealers' Association, Concord, N. H.; Arthur C. Trainer, Secretary, Darrow, Mann Co.; Chas. W. Parker, Jr., general manager and treasurer, Darrow, Mann Co.; H. H. Stinson, S. A. Davis Coal & Coke Co.; S. B. Glazier, Maryland Coal & Coke Co.; C. P. Anderson, president, Anderson Coal Mining Co.; R. C. Gillespie, S. A., Consolidation Coal Co.; C. F. Schipper, manager, Shipper Bros. Coal Mining Co.; O. B. Johnson, salesman, Lehigh & Wilkesbarre Coal Co.; G. Walter Anderson, S. A. Morrisdale Coal Co.; Chas. H. Walker, Chas. H. Walker; Percy T. Hunt, salesman, Madeira, Hill & Co.; Henry T. Schaefer, W. M., Henry T. Schaefer; H. O. Staples, salesman, F. S. Pratt; Fred S. Eggleston, salesman, E. B. Townsend; R. K. Pratt, salesman, F. S. Pratt; E. L. Shrim, salesman, Clark Bros. & Jacoby, inc.; Herbert S. Dennie, salesman, Wm. A. Mehaffey; Edw. N. Claney, salesman, Curran & Burton Coal Co.; Wm. Cashman, dealer; H. W. Anderson, wholesale dealer; Walter P. Hamblen, treasurer, Hamblen Sons Coal Co.; Jos. H. Kelley, president, Peoples' Coal Co.; W. H. Sawtelle, F. W. Sawtelle & Co.; E. G. Blaisdell, salesman, M. L. Cobb; Spencer J. Steinmetz, S. A., Chesapeake & Ohio Coal Agency Co.; Stephen M. Morgan, salesman, Lynn Coal Co.; Spencer T. Williams, S. A., Susquehanna Coal Co.; Geo. R. Taylor, salesman, Lehigh Valley Coal Co.; Geo. P. Oswald, salesman, Fairmont Coal Co.; Austin H. Robey, treasurer, Anderson Coal Mining Co.; Percy N. Sweetser, salesman, Edw. M. Alden; Marcus E. Osgood, dealer, E. Osgood & Son; E. A. Wilson, dealer, E. A. Wilson & Co.; J. B. Shields, S. A., United Coal Co.; D. F. Doherty, dealer, D. Doherty; Fred Horne, salesman, Horn Coal Co.; Edw. L. Dunning, wholesale; Wm. J. Osgood, salesman, Dickson & Eddy; Chas. S. Cabot, salesman, H. N. Hartwell & Son; H. E. Marston, salesman, Philadelphia & Reading Coal & Iron Co.; B. M. Brennan, Boston & Maine Railroad; Geo. H. Gage, dealer, G. L. Gage; Jerome W. Cross, manager, J. S. Cross; Franklin Walker, Jr., manager, F. Walter & Son; John J. Mullan, manager, Peoples' Coal Co.; F. E. Taylor, salesman, Percy Heilner & Son; H. C. Terry, salesman, Percy Heilner & Son; Arthur A. Knight, salesman, Lehigh Valley Coal Co.; Arthur P. Bryant, salesman, Spring Coal Co.; Joseph S. Richardson, salesman, E. B. Townsend; Hubert A. White, salesman, Keystone Coal & Coke Co.; Wm. R. McDonald, salesman, Williams & Peters; F. L. Powers, salesman, F. E. Powers; F. E. Powers, salesman, dealer; Leonard F. Leighton, salesman, W. A. Jepson; C. J. Davis, salesman, Williams & Peters; C. C. Allen, S. A., Lehigh & Wilkesbarre Coal Co.; C. P. Chase, salesman, Consolidation Coal Co.; A. J. Doon, salesman, J. W. Dom & Son; W. C. Carter, salesman, J. S. Burton & Co.; E. S. Plaisted, salesman, Anderson Coal Mining Co.; F. B. Layton, salesman, Merchants' Coal Co.; Samuel A. Vining, salesman, Joseph R. White

& Son; T. A. Pullman, traffic manager, the Russell Co.; H. W. Hale, salesman, the Russell Co.; Ed. H. Baker, treasurer, Bay State Fuel Co.; E. F. Melendy, salesman, E. Russel Norton; Geo. E. Crawford, manager, the Albert Culver Co.; G. E. Carstein, dealer, H. L. Carstein; F. E. Blodgett, dealer; Geo. B. Hicks, salesman, Merchants' Coal Co.; Pryor Fulton, dealer, New England Coal Co.; N. H. Klous, dealer, Boston Coal Co.; L. F. Bader, sales agent, Fairmont Coal Co.; W. B. Emery, sales agent, Pennsylvania Coal & Coke Co.; W. H. Smith, sales agent, Boston Coal Co.; W. R. Wardwell, sales agent, Hanson Parker.

### The Baltimore Shipping Trade.

BALTIMORE, Oct. 25.—(Special Correspondence).—A slow but sure improvement in bituminous conditions was again the feature of the situation here during the past week. Since the middle of September the market has been slowly strengthening, and while this improvement has not been as rapid as many had hoped for, yet it is a betterment of affairs and if continued will in the end bring about desired results. As a matter of fact, even in the face of scarcity of railroad cars in which to transport coal on land, and lack of bottoms to send coal to tidewater points, the business is prospering.

Each week has seen not only an increased demand for coal all along the line and for water shipment, but has also seen the disposal of the same at more favorable rates to shippers. While there are some reports of certain coals of the less desirable class still below the dollar mark, and even down to eighty-five cents, yet the better grade fuels are all stronger than they have been. Coke is still exhibiting increasing strength. Connellsville foundry has brought on up as high as \$4 during the week in not a few instances, with what are termed West Virginia cokes at some twenty cents less. New England continues to absorb a large quantity of the bituminous going over the piers here, although there have been considerable amounts shipped south. More would have gone, especially in the latter direction, had there been more available tonnage.

The southern market, by the way, is brightening up to a considerable degree, but there are still some laggards in this direction. An instance of the spirit of some otherwise progressive southern merchants is shown in the experience of one firm of shippers which had a call for a large amount for delivery about the middle of November. It was attempted to get the consumer to take the coal at once, but, although he had storage facilities to a certain degree, he could not see it that way. Now he will probably be surprised if informed later that his coal can not be gotten through just as quickly as desired because of car shortage and other troubles incident to early winter.

Freight charters from this port are showing an upward trend, and it would not be at all surprising if there be an early jump of considerable amount. This is due to the scarcity of vessels that can be secured for coal carrying, and not a few shippers here have during the past two weeks felt a real pinch in this regard. Vessel tonnage is as scarce as the proverbial hen's teeth, the condition being due to the many severe storms that have swept the eastern seaboard during the latter part of the present summer. During the week just past, for instance, this condition has been most serious. For a number of days skippers outbound from the Chesapeake faced the warning of the weather bureau that it was dangerous for vessels of all classes from Florida to Maine. The wind kept up for days at from thirty-five to forty miles an hour, and seas rolled mountain high. When the toll of the deep is announced there will undoubtedly be a number of coal laden vessels added to the missing, wrecked, or damaged. More boats of this class, it is said, have met disaster this summer than for many years past, and this has made vessel owners not only chary of new charters but has made vessels very scarce by the natural reduction of number.



## Prominent New York Kokoals.

### J. D. Van Pelt.

James D. Van Pelt, New York manager of the Cambria Coal Mining Co., of Philadelphia, has held this position for the past



J. D. Van Pelt, Acting Skout.

seven years. He was born July twenty-eighth, 1865, at South Amboy, N. J., and has resided there ever since. In 1881 he became identified in the coal business with Coxe Bros. & Co., where he remained for ten years. Then going with Henry Mathews & Co., of Philadelphia, he secured the sole agency of Parish and West End anthracite coals in the state of New Jersey. Some years later the Reading took over this property and he became identified with Graeff, Wilcox & Co., of Philadelphia, representing them as their sales agent, with offices in New York. Remaining here until later, he accepted his present position in 1899.

### John W. Rockwell.

John W. Rockwell, a prominent coal man of New York, started in the coal business in the year 1866 with Rathbun, Stearns & Co. Leaving the company above referred to in 1870,



John W. Rockwell, Acting Modoc.

he was given the position of junior partner with an interest in Caldwell, Western & Co., remaining until 1882, when he entered into partnership with James S. Cox. Mr. Rockwell retired from the firm in 1890. In 1894 he received the appointment of New York and New England sales

agent for the Puritan Coal Mining Co., of Philadelphia, and holds this position at the present time.

### H. A. Baxter.

H. A. Baxter, president the Robinson-Baxter-Dissoway Towing & Transportation Co., 17-19 State street New York, is one of the popular men doing a large business with the coal trade, and has a large acquaintance



H. A. Baxter, Acting Baronel.

in this harbor, as also the sound and the New England territory.

### Ralph Neilson.

Ralph Neilson, sales agent of the Loyal Hanna Coal & Coke Co., New York, has been identified with the coal trade since April fif-



Ralph Neilson, Acting Baron.

teenth, 1890. Being a native of Philadelphia, he accepted a position with the above company, and after serving in the various departments of the office, became salesman, continuing in this position at Philadelphia until March, 1900, when he opened the New York office for the company. Prior to this period the Loyal Hanna Coal & Coke Co. had handled its New York tonnage through commission houses, but as its business developed it was decided to establish offices at this place to facilitate shipments, and Mr. Neilson has held this important position since that date.

### Fred C. Russell.

Frederick C. Russell has been in the wholesale coal trade since 1887, at which time he entered the employ of Cox & Rockwell.



Fred C. Russell, Acting Pictor.

Three and a half years later he was engaged at the New York office of Graeff, Wilcox & Co., first as bookkeeper and shipper, and shortly afterward as New York salesman. He remained with this house until they withdrew from the New York market, when in 1897 he began operations in the merchandising of coal on his own account.

During all these years Mr. Russell has been located at No. 1 Broadway without interruption, and has become thoroughly identified with the shippers in that coal center and throughout the anthracite and bituminous market of New York harbor.

### W. F. Armstrong.

W. F. Armstrong entered the employ of the Lehigh Coal & Navigation Co. at Eliza-



W. F. Armstrong, Acting Gazook.

bethport, N. J., just when merging out of boyhood, and after having served in the various departments of the company for eight years, he resigned the position in 1900 to become identified with Robinson, Haydon & Co., No. 1 Broadway, New York.



# Screenings from the Coal World.

## Coke Output Increases.

The production of coke in the United States during the year 1905, according to a bulletin issued by the United States geological survey, surpassed all previous records in the history of coke making in this country. Including the production of coke from by-product ovens, which in 1905 amounted to 3,462,348 short tons, the total output of coke in the United States last year amounted to 32,321,129 short tons, against 23,661,106 short tons in 1904, and 25,274,281 short tons in 1903. The output of 1905 is an increase of 36.22 per cent over that of 1904. The value increased in even greater proportion, from \$46,144,941 in 1904 to \$72,476,196 in 1905, a gain of \$26,331,255, or 57 per cent.

The great activity in the coke-making industry during 1905 was due to the extraordinary demand created by the unprecedented production of iron and steel. The total number of ovens in existence at the close of 1905 was 87,564 as against 83,599 in 1904.

## Anthracite Production.

A fall of over 500,000 tons is September's record of anthracite production compared with the same period a year ago. The exact output was 4,527,886 tons, against 5,082,232 in September, 1905, a decrease of 555,346 tons. The production of the year to date was 40,295,646 tons, against 45,387,810 tons for the same period of 1905, a decrease of 5,092,164 tons.

The shipments of anthracite coal by months for the last four years compare as follows:

	1906.	1905.	1904.	1903.
January .....	5,458,048	4,408,578	4,134,245	5,964,950
February .....	4,712,099	3,922,009	4,326,260	5,070,608
March .....	5,745,868	5,258,537	4,375,033	5,211,450
April .....	488,203	5,278,401	5,407,786	5,044,998
May .....	3,254,230	5,844,052	5,728,795	5,156,449
June .....	5,676,018	5,844,052	5,728,795	5,436,497
July .....	4,981,448	4,546,743	4,623,527	5,377,495
August .....	5,400,520	5,041,838	4,331,854	5,169,402
September .....	4,527,886	5,082,232	3,967,600	5,634,444
October .....	5,027,064	5,131,542	3,925,642	3,925,642
November .....	5,000,000	5,419,878	4,091,148	
December .....	5,000,000	5,063,144	4,259,748	
Totals .....	40,295,646	61,410,201	57,492,522	59,362,830

## Coal for Cuba.

Cuba buys nearly two million dollars worth of coal.

The table which follows shows the principal articles forming the trade between the United States and Cuba in the fiscal year ending June 30, 1906:

TRADE OF THE UNITED STATES WITH CUBA, FISCAL YEAR 1906.

IMPORTS FROM CUBA.	
Articles.	Value.
Sugar .....	\$60,208,148
Leaf tobacco .....	13,510,367
Cigars and cigarettes .....	3,963,902
Iron ore .....	2,052,501
Bananas .....	1,000,603
Molasses .....	528,746
All other articles .....	3,715,564
Total .....	\$84,979,831

EXPORTS TO CUBA.	
Articles.	Value.
Wheat flour .....	\$ 3,189,609
Lard .....	2,755,313
Boards, planks, deals, joists, scantling, etc. ..	2,459,604
Cattle .....	1,977,088
Coal, bituminous .....	1,801,586
Boots and shoes .....	1,779,796
Carriages and cars .....	1,435,244
Coffee, green or raw .....	1,376,175
Corn .....	1,230,306
Cotton cloths .....	1,049,406
Vegetables .....	919,800
Lard compounds .....	806,956
Furniture .....	720,338
Steam engines .....	701,637
Milk .....	665,277
Pork, salt or pickled .....	651,197
Scientific instruments .....	658,684
Eggs .....	642,890
Builders' hardware, and saws and tools .....	641,548
Electrical machinery .....	528,565
Hams .....	520,582
All other .....	19,865,676
Total .....	\$46,377,277

## The United States Leads in World's Coal Output.

The latest statistics available of the coal production of the world in 1905 put the total at 929,623,000 tons, as compared with 867,021,000 tons in 1904, or an increase of seven and a quarter per cent.

Most of the producing countries share in the advance, the notable exceptions being Belgium and Russia. The greatest gain is exhibited by the United States, whose output has jumped from 318,276,000 to 352,694,000 tons, or a rise of six and a quarter per cent. America is now by far the largest producer, though the United Kingdom is no mean second and still remains the biggest exporter. The production of the United Kingdom, according to British official figures, was 239,889,000, as against 236,147,000 tons, or an advance of one and a half per cent. Germany, the third largest producer, mined 173,664,000 tons, as against 169,448,000 tons, or a gain of two and a half per cent. The output of India increased from 7,682,000 to 7,921,000 tons, and of Japan from 11,600,000 to 11,895,000 tons. Austria-Hungary's total is 40,725,000, as compared with 40,335,000 tons; and France's contribution is 36,048,000, as against 34,502,000 tons. The yield of Canada has grown from 6,814,000 to 7,959,000 tons, and of South Africa from 3,015,000 to 3,219,000 tons. Spain's output remains at about 3,200,000 tons. A decline is shown in the chief producing states of Australasia, New South Wales, and New Zealand. The production of Belgium has dropped from 23,380,000 to 21,844,000 tons and of Russia from 19,318,000 to 17,120,000 tons, but the exceptional factors that must be taken into account in the latter case are of course obvious.

## Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending September thirtieth, 1906, amounted to 164,738 tons, making a total to that date of 4,538,758 tons, as compared with 6,655,699 tons for the corresponding period last year, an increase of 2,116,941 tons.

Coke tonnage for the same week amounted to 2,979 tons, making a total this year of 51,190 tons, as compared with 65,449 tons for the same period last year, a decrease for the present year of 14,259 tons.

## Classification of Coals.

Coals are classified upon the ratios which the volatile materials or hydro-carbons bear to fixed carbon. Anthracite coal is low in volatile material and high in fixed carbon. Soft coals are high in volatile matter and low in carbon. The percentages of coal in volatile hydrocarbons runs as follows:

Anthracite .....	3.6	Semi-bituminous ...	12.18
Semi-anthracite .....	6.12	Bituminous .....	18.50

The remaining components of the coals are absorbed moisture, fixed carbon and ash. The ash in a first-class coal should not be above eight per cent.

## New Coaling Apparatus.

A new coaling apparatus, the invention of two Englishmen, was brought over to this country on the Atlantic transport Minneapolis, which arrived at New York October tenth, and experiments will soon be made by the United States government, with the view of adopting the apparatus for use in the navy.

By means of the invention warships can take on coal from a collier 350 feet away by the use of a cable. The bags are shot across the cable to a large funnel, where the bags are opened by a mechanical contrivance and the coal dropped down the funnel. The new invention is known as the Mackrow-Campbell system.

## Preserving British Coal.

The successful storage of coal under salt water in England to prevent the decomposition often noticed in open air has been demonstrated. The adoption of a similar plan by the Western Electric Co. is recorded in *Engineering News* which notes that this company is building two storage tanks of four thousand and one thousand tons capacity in which the reserve supply of coal will be stored under water.

The principal purpose is to protect the coal from deterioration but it also has the advantage of preventing the possibility of spontaneous combustion or accidental ignition of the coal which are serious elements of danger in coal stored in large quantities. The system of storing coal under water has so far been advocated mainly for storing at naval stations and the British admiralty has had a series of experiments in progress at Portsmouth for three years.

J. Macaulay general manager of the Alexandria docks and railways (Wales), says that the deterioration of coal by exposure to the atmosphere is both chemical and physical. Some of the contained gases are given off, especially in climates of high temperature, and the oxygen of the air enters into combination with what remains in the coal to form other and less inflammable gases. The physical deterioration is due to the combined action of sun, rain, wind and frost, so that in the handling of coal which had been stored for several months the loss by waste and breakage would be much greater than in the handling of fresh coal.

When stored under water it remains in a practically uniform condition, and its superiority over air-stored coal is due to the fact that it is able to retain its physical character and also to retain its volatile and non-volatile constituents. It has been claimed that impregnation by the sea water has some effect in improving the quality of the submerged coal, but this is problematical.

## Who Carries the Coal?

In his forthcoming report entitled "The Production of Coal in 1905," Mr. Edward W. Parker, of the United States Geological Survey, has a chapter on the shipments of coal made by railroads that is in the nature of a departure from the usual contents of this annual report. From the producers' report, tables showing the amount of bituminous coal loaded for shipment by different railroads, have been compiled. The first table shows the tonnage originating on the lines of the great interstate systems. The second table exhibits the tonnage loaded on the larger lines, penetrating, with a few exceptions, two or three states only. The third table shows the shipments over less important lines, the tonnage of which exceeded one hundred thousand in 1905.

The shipments represented by these tables amounted to 226,000,000 tons, whereas the total quantity of coal loaded for shipment during 1905 amounted to a little over 255,000,000 tons. In some instances operators did not reply to the inquiries, and the table is therefore incomplete to the extent represented by these two factors.

It appears from these tables that something over 49,000,000 tons, or over twenty per cent of the total production of bituminous coal, originated on the Pennsylvania system, which includes the Pennsylvania railroad, the Pennsylvania Co., the Pennsylvania lines west of Pittsburgh, the Terre Haute & Indianapolis, and the Vandalia railroads. Second in importance is the Baltimore & Ohio (including the Baltimore & Ohio Southwestern), with total shipments slightly in excess of twenty million tons, or about nine per cent of the total. The Frisco system, which includes also the Chicago & Eastern Illinois, shipped something over ten million tons, followed closely by the Norfolk & Western with nearly ten million tons, the Illinois Central with over nine million tons, and the Chesapeake & Ohio with over eight million tons.

We consider THE BLACK DIAMOND a very valuable paper to the retail coal dealer.—Standard Lumber Co., Dubuque, Iowa.





# SALESMANSHIP AND ADVERTISING SUGGESTIONS

## SELLING SUGGESTIONS.

Every coal man is interested in the general subject relating to the best methods of marketing his product. The man who sells contracts for coal is a specialty salesman. There are a number of things which he should observe if he hopes to attain the highest success.

**Salesmanship is a profession.** There are four classes of salesmen: The Retail Salesman, the Commercial Salesman, the Specialty Salesman, and the Promoter. Over seventy billions of dollars passes through the hands of salesmen every year. There are about two hundred thousand engaged in the work.

The salesman must aim to eliminate every influence which will distract attention and intensify every aspect of his appearance and relation to his prospect which will develop confidence. **Manner, dress, and expression** of thought are potent forces in accomplishing these ends. Everyone knows the power of the man who is faultlessly dressed, who has a pleasant and winning manner, and who can express his thought in clear, forcible language.

Judgment and tact are some of the other indispensable qualities of the salesman. The successful salesman will analyze every experience. He will make a complete plan of every day's work. He will know just what he is going to **do** and **say**. He may not always follow out his plan on account of unforeseen conditions, but thinking out a plan will help him to meet the emergency.

### Earnestness is Also Necessary.

It induces confidence. It can be cultivated by auto-suggestion. Believe in your proposition or get out of the business. If you believe in it you should be able to present it with the highest degree of earnestness and enthusiasm. Perseverance is necessary for the greatest reward. It is often the last hour's work of the day which produces the greatest returns. Keep everlastingly at it. Make a schedule of the actual number of hours you work every day.

Among the catalogue of requisites none are more important than character. This is indicated by facial expression, the characteristics of the eyes, by conversation, and by actions. Character in salesmanship must command confidence, which is the foundation of every order. The man with an apparently weak character will fail. He can not command the confidence of his prospect. Without confidence he can not develop interest.

### Character and Health.

The greatest characteristics of the salesman which command influence over others are: Character and health. Robust and perfect health, with all of its allied qualities of courage, energy, perseverance, and fearlessness is the most potent influence the salesman can have in commanding attention. Every one likes to look at the ruddy cheek, the bright eye, the expressive manner, and the quick, energetic movements of a man of perfect physique. As one author has well expressed it: "All the elements of his character are enforced and vitalized; he is more cheery; more eloquent; more convincing. His zeal becomes enthusiastic. His industry is contagious activity." Good health gives a clear brain for quick and vigorous thought. It kills the "blues" and spreads optimism throughout one's environment. It gains confidence.

The reason most men do not accomplish more is because they do not attempt more. This triumph is dependent upon two great and mighty qualities: **Courage and Industry.** Most men fail because they have not the courage to begin what they believe is a good thing to do. Some lack the industry to carry out a plan efficiently. Courage is greatly dependent upon knowledge and auto-suggestion. Industry is dependent upon

health and will-power. Get the most out of yourself.

Nothing succeeds like going right after the business. Many men fail just at the point where they are beginning to win. There are few who know their possibilities and work with all their might. Nothing is worth much unless it is earned. The heir to millions is often effeminate, luxurious, and the object of contempt. **The man with a will can succeed and the world can not stop him.** If he puts his mind on a thing and aims to accomplish it, and has the "bulldoggedness" to stick to his purpose, he will wake up some fine morning and find that the world acknowledges him master. All real achievements are won over rocky paths and with many falls. He who picks himself up and goes on, who has a patient smile at command in the face of ridicule and insult, is the one who wins.

### Should Be Earnest.

The salesman should be honest with himself. Don't "walk by and fail to call." This has cheated many a salesman and the company for which he is working out of an honest order. A vacillating, hesitating person who has no confidence in himself can never develop it in his prospect. Stand up straight. Look your man in the eye and convince him that your proposition is worthy of his attention. Chest out, chin in, smile. "Wear the smile that won't come off." A cheerful face and a pleasant manner will always give you a welcome. When you have taken this attitude you will go out and get the business. You can't help it. Confidence secures attention. Attention secures interest. Interest assures conviction, and conviction opens the pocketbook and places the order. This is how old Gordon Graham expresses it: "You must know your business like a mother knows baby-talk. Be full of it. You've got to believe in yourself and have the scent of a bloodhound for an order and the grip of a bulldog for your prospect. You've got to get up early in the morning with determination, if you are going to go to bed with satisfaction."

### Failing to Close the Order.

Many salesmen fail in closing the order. It must be done with much tact. He must play on his prospect's deepest desire. He will know what that is by making mental notes during his interview. He will also know what antagonistic desires the prospect holds in his mind. He will always avoid any reference or association which will bring these thoughts up in antagonism to the desire he is using as the basis of resolve. There are two classes of prospects. The one class the salesman can lead—the other he can drive. He can discover by judicious "feelers" which class he is interviewing. If he has a prospect he can lead, then appeal to his judgment. If he has a prospect he can drive, then use suggestion. Many times the prospect wants the proposition, but lacks the courage to enter the contract. He should be quick to detect this state of mind and give him a friendly push in the right direction through the psychology of suggestion. He can almost go to the extent of dictating what he should do. Resolve may be sometimes hastened by auto-suggestion. This consists in a series of questions to be answered by the prospect in the affirmative, relating to those parts of the proposition which appeal to his deepest interest.

### Eliminating Obstacles.

Eliminating the obstacles in the way of accepting the proposition is often necessary. It may not be possible to spare the money at the time. There may be many elements which hold back resolve. The salesman will find out what these hindrances are and eliminate them. Every time an order is not secured a full reason should be recorded relative to the cause of the failure.

Many salesmen fail because they present their proposition before they have gained the confidence and interest of their prospect. Every person has a distinct line of interest. A clever and successful salesman must discover the entrance to his prospect's mind, or else all of his endeavors will be in vain. No lasting impression can be made on a prospect without first gaining his attention. He must discover his deepest interest and lead him from this to the proposition. This is the thread by which success hangs. Be careful to eliminate all distracting tendencies. Get the prospect away from the influence of other people. If the salesman is to win he must hold his attention. The prospect can attend to but one thing at a time. If the salesman can command his interest in the merits of his proposition he will not think of objections. Study his facial expression and manner. Anticipate and answer any objections which you may discover in his mind before he has had time to spring them on you. Now is the supreme moment. Instantly put in the place of his objections the most attractive feature you can present. If this is well done he is your customer and you may as well get to writing up his order. Pass over the pen for him to sign his name on the dotted line and the work is done.

After all is said it is the magnetic personality, the enthusiasm, the winning method of approach which secures attention. This should be done without any reference to the proposition. Never tell your business until you have excited curiosity and interest. Develop the interest by a clear, concise statement of the aspects of your proposition which appeals to surprise and add to it new knowledge. This interest must now be sustained till you have created desire. Intensified desire develops into a resolve to accept the proposition and sign the order.

### "BE A SALESMAN."

It happened when I was "on the road" out in the Rocky Mountain country.

A number of us were waiting for a train at a "water tank" junction point. In the bunch was a young fellow who was making his first trip. He was kicking because the railroad company did not run a train over that mountain road about once an hour instead of once a day.

My partner, one of the most successful roadmen I have ever known, said to him, "Sonny, you've been hanging around with this bunch for several days, and it strikes me that you should have caught on to a few things by this time. May be you are like a kitten—born blind and haven't got your eyes open yet—but the nine-day limit is about up, and it's time you were getting wise."

"I've had my eye on you ever since you have been with the bunch, and I notice you study the time table far closer than you study your price list. You spend more time kicking on the railway service than you do studying freight rates and getting acquainted with them."

"Your consuming ambition seems to be to 'make towns'—to get in ahead of the other fellow. You'd better get off somewhere and have a talk with yourself. You can't get ahead of the whole bunch. First you know, you will be catching up with those who started behind you."

"Quit figuring on making towns, and figure on making sales, on making customers, and get wise to this: It's easy to sell a merchant, but making a customer of him is a different proposition."

"To make a customer of him, you've got to get him where he trusts your sincerity, your judgment, your honesty, and when you get a bunch of them to do that, you won't care how many are ahead or behind, or whether there is a railroad in the whole state or not. If you are going to stay on the road, don't be a traveling man, don't be a drummer—be a salesman."



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND.

NEW YORK, Oct. 25, 1906

The stimulus given the hard coal trade about ten days ago by more seasonable weather is still effective, and while the climate has again become warmer since then, the increased demand that set in at that time continues to prevail, with no modifications of any account. The greater activity is being felt in a general way with the various consuming centers contributing about equally of the amount of business received, which in its aggregate tonnage is taxing the shipping interests in getting forward the coal, due to a decreased supply of available cars for loading at the mines. The line trade is comparatively the most active, and is producing the greatest number of orders. In cases it becomes difficult to handle the product to certain points of destination in the quantity desired. This class of trade is always more affected in times of car shortage and naturally so, as much of it requires a special kind of car for shipment, while some localities are restricted to the old twenty-five and thirty ton equipment, owing to light bridges, not permitting the transportation of larger steel cars over them, though many of them are now used, thus often causing delays in filling the orders on this account. It is to be noted in connection with the recent activity at retail, that as the orders came in more freely to dealers, it was immediately reflected on the larger demand for shipment by producing interests, due to the fact that stocks at retail have evidently been reduced to a point where its requirements will be increased according to the rate of consumption prevailing, and with colder weather should show a material improvement.

### All Markets in Better Condition.

Although better conditions now exist in all markets, with a large tonnage still to go to the west for replenishing the stocks at storage ports before ice makes, there is little opportunity to take advantage of this business by increased shipments, as the car situation through the heavy traffic connections with the western roads, is practically more acute at this moment than it has been in the past, and it is not seen how under these circumstances it is likely to improve to permit of more favorable conditions, until lake transportation closes. This would of course leave a considerable proportion of the tonnage allotment for that market unshipped until a later date, when sufficient cars could be relied upon, as it would necessarily have to go

all rail. There is some apprehension by the railroad companies lest an early cold spell sets in to create a demand in excess of what could be provided for with the present equipment, as it would make the situation rather difficult. The outlook for a large movement of coal tonnage this fall and winter to all markets is being generally expected, and plans are now being figured upon, with a view of getting back the cars for the system's service that has been employed in other lines of traffic. The steam grades of anthracite are still a strong feature of the trade, with possible greater shortages on some of the sizes developing while the output of the mines is curtailed. Stocks on rice are becoming less, and in cases further orders for it are refused owing to obligations having been previously entered into which absorbs the current supply. The shipments coastwise are not yet as free to the eastern ports as is usual at this time of the year, though a steady improvement is noted, which will be augmented as climatic conditions warrant it. Shoal water ports are taking about all the coal that can be sent them, with the contrary winds for ten days past having kept vessels at anchor, though a change for more favorable sailing weather is now predicted, and may permit of larger shipments. There is a fair amount of coal loading over the shipping ports at New York, preventing the accumulation of any sizes, with stocks slightly reduced. There is no excess of domestic grades and these are moving off more freely, except egg, this dragging a little with a few shippers but is not effective. The high winds of the past week and over, have seriously interfered with shipments to the sound and further eastern ports. Vessels under charter were detained at all danger points en route, having to seek shelter and remain there until calmer weather arrived.

The Atlantic seaboard soft coal trade is not much changed outside of a better tone prevailing in the market. The feature most prominent in the trade is the vessel situation, which has been held up by the continuous east winds for several weeks, causing many serious losses to craft caught in the storm. This has produced a shortage of vessels of all classes at all loading ports to move the coal arriving, and accordingly there is more or less accumulation at tidewater points, which, however, will be relieved as soon as better weather permits of the movement of vessels in the usual course. After this situation is relieved, the difficulty will probably then be the old question of car supply, which from present

appearances is fully as bad, if not worse than ever, and appearances are that the car question will not be likely to improve this year until after the lake business to the west is stopped by ice. The general feeling is that before any improvement can come we will have to experience some cold winter weather, which, however, is now seasonable, and may be expected any day.

### Trade in the Far East Is More Active.

There seems to have been quite an increase in orders from this territory. The trade has not been helped by the vessel situation, and consumers are putting orders in so as to keep a supply ahead, and it is known that consumers, in instances, are practically out of their supplies, making their needs urgent.

Trade along the sound is taking quite a fair quota of coal at this time, which amounts up to the full amount of allotments where contracts are in force, and are taking a little coal outside of this, when it can be had, but standard grades are scarce and prices advanced on current shipments.

New York harbor trade shows a better tone, and possibly five cents better in price. The winds have affected the boat harbor trade as well as the coastwise vessel trade, and accordingly there is a shortage of vessels to move the coal arriving, which makes an accumulation at the New York tidewater shipping points, and is causing shippers to be embargoed at nearly all ports, while the coal in cargo is running on demurrage by the long delay.

All rail trade is showing a slight improvement, with the distribution of the tonnage becoming more regular and prices slightly advanced.

Transportation from mines to tidewater is fairly good, but on all rail shipments it is more or less uncertain. The car supply is short generally. Some of the shippers are complaining that they are not receiving twenty-five per cent of their needs.

In the coastwise vessel market many vessels are tied up in the various harbors, which brings that trade almost to a standstill, though the present indications are for clearing weather, with northwest winds, likely to release them any day now.

We quote current freight rates from Philadelphia as follows: Boston, Salem and Portland, 65@70c; Lynn, 80c; Newburyport, 85c; Portsmouth, 70@75c; to the sound, 55c; Saco, 90c and towages; Bath, 75c; Gardiner, 85@90c and towages; Bangor, 80@85c.

## Market News from Buffalo and the Great Lakes Trade.

BUFFALO, Oct. 25.—(Special Correspondence.)

—Indications of increased activity in the anthracite trade are noticeable, especially in line orders, though the lake forwarding of the past week has varied but little from that of the previous week. Local sales agents say that there has been some increase in forwarding from the mines, and except that this branch of the trade is affected to an extent by the car shortage, no trouble is being experienced in filling orders, which have become more active with the falling of the temperature. There is the usual moderate supply of the smaller sizes, especially nut, but the slack in lake shipments works to the advantage of the rail distribution, and business is being taken care of in a satisfactory manner—satisfactory both to the retailer and the wholesaler.

Distribution has been fairly divided between the various localities reached from this point, and no one is complaining of neglect on the

part of the sales agents. Former predictions of a most active winter trade appear likely to be borne out. A slack summer trade has served to make inroads into those accumulated stocks, and the need for a general replenishing is beginning to be keenly felt.

Total shipments by the water route for the past seven days amounted to 64,350 tons, distributed as follows:

Chicago, 13,850; Superior, 21,700; Soo, Ont., 1,400; Green Bay, 1,200; Duluth, 4,600; Milwaukee, 12,700; Gladstone, 100; Hancock, 1,200; Fort William, 4,600; Marquette, 3,000 tons.

It will be observed that Superior took the heaviest consignment of the week. Total shipments by lake to date, for the season, have been 2,050,253 tons. In October, to date, 262,068.

In the steam grades of anthracite a shortage is feared, for owing to the inability to get

bituminous forward in ample quantity, some consumers have been forced to resort to anthracite. There is some alarm felt regarding this condition, but with the slackening up of general freight it is hoped that the car supply will be improved and relief obtained.

In the bituminous market there is increased trouble in obtaining rolling stock and the result is a falling off in mine production, which is cutting heavily into the profits of the operators. In conversation with one of the Allegheny Valley mine owners, THE BLACK DIAMOND representative learned that a misfortune not before encountered was now facing the operators, which is causing them genuine anxiety. He said:

"The car situation is one that is causing a great deal of uneasiness, let alone the question of loss to the shippers in all the Allegheny Valley district. Last week work in the mines did not average over two and one-half days



for the entire week. At this time of year, aside from the loss in tonnage, a more serious difficulty and one not easily to be met, is the dispersing of the miners from the valley mines and their flocking to the Pittsburgh, Virginia, and West Virginia fields.

"Emissaries from the West Virginia mines have been visiting various properties along the valley, promising the men at least five days' work a week in coal running from four to six feet. This has influenced quite a large number of miners to pull up stakes and depart for the more promising field, and the Allegheny Valley operators are becoming fearful that the spirit of discontent will have a most serious effect even on those who are not yet decided to leave. It is feared that the offers of the southern operators will draw away a much larger number of the men, for the inducement of a milder climate and more work are considerations which they cannot well overlook. From one mine, thirty-two families have already departed for the south. This means that a larger number of miners are lost to the Allegheny Valley operators, for as a rule it is safe to figure two or three miners to each family.

"Operators, after standing a four months' strike, are much disheartened, as after the loss sustained by the long idleness and the present increased cost of mining coal owing to the reduced tonnage, the expense is something enormous, and there is scarcely an operator who is getting a new dollar for an old one."

Though the market is somewhat improved over last week, it is difficult to get more than \$1 per net ton at the mines. At Pittsburgh there is an almost unprecedented scarcity of various grades, and while the car shortage is fully as bad in the Allegheny Valley, the veins are thicker and the cost of production is not so heavy. Operators at Pittsburgh, for free coal, have no difficulty in getting \$1.40 to \$1.75, for three-quarter lump, at the mines. Buffalo being a strong competitive point, these fancy prices hardly prevail, though no one having free gas coal for sale, is scarcely willing to take less than \$1.40 per ton for prompt shipment from the mines.

Slack coal has been very easy for the past week, although conditions are beginning to tighten on this grade. There is no difficulty experienced in getting eighty cents for Allegheny Valley or Pittsburgh on a mine basis. The Canadian trade for slack coal is constantly increasing, and there is every indication that the winter will bring forth equally favorable prices.

Frank A. Love, general manager of the Bessemer Coal & Coke Co. of Johnstown, Pa., was in town this week.

Clark T. Roberts, of E. L. Hedstrom & Co. of Chicago, was in Buffalo last week, having returned from an extended trip to Virginia and West Virginia.

J. J. Childs, president of the J. J. Childs Coal Co. of Troy, N. Y., was in the city this week.

longer delay in the coal movement by water it is not unlikely that some shortage at the discharging ports will occur and may have the effect of an attempt to increase orders, though shippers are not in the mood to take on more business under present conditions. The all-rail trade is large and in advance of the amount of tonnage received in the preceding years, which may be further augmented by the uncertain delivery via tidewater points at this season.

Bituminous coal is in fair demand, though deliveries upon it have been slow for several weeks past, principally due to the slow arrival of coal at the lower loading ports and the bad weather which has prevailed, holding back cargoes, even after getting loaded, for indefinite periods. That this restriction in receipts of tonnage at the discharging points will be felt very shortly is the general opinion in the trade and evidences of a number of cases that have already occurred bear out this judgment. As to the progress in obtaining an improved condition for better shipments as the market develops is hard to predict at the moment because of the shortage of labor and a deficiency in the car supply, the latter ranging down to below fifty per cent of what is considered normal, with no encouragement given shippers on the southern roads, that better things will come soon. The all-rail business is taking advantage of the situation and is placing a larger amount of the Clearfield and Beech Creek region coals at the New England and further eastern points, which may be of considerable importance to this product, especially as the delivered prices are comparatively lower. The vessel freight market has an upward tendency, with rates to Boston at 70@75c from Hampton Roads and 75c from Philadelphia and Baltimore.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., October 25.—(*Special Correspondence*).—The demand for anthracite coal at this center is somewhat less active than it was last week, due to the rise in temperature since then, which had the effect of depressing trade to some extent. This is, however, not an unusual condition at this season, when stocks are still in full supply, making the demand for coal entirely subject to climatic changes and variations in the requirements are often so marked as to be limited to only a few days at a time. The consumption of coal up to the present has not been large and in consequence trade is lagging accordingly, yet due to the fact of this status, it gives an assurance for a larger business when the proper time arrives and all interests affected are anticipating a large increase in the supply of orders. The general business in the mining fields is of sufficient proportions to absorb all the coal being produced and in cases delays on shipments occur, because of the shortage of cars, which have been used in the transportation of other freights, taking them into foreign territory, making their return uncertain and not to be depended upon. A cold wave appearing would probably accentuate this situation materially and with an increased demand for coal it would not be unlikely that further restrictions will occur and thereby delay its movement. Shipments to points all-rail are showing a good deal of improvement, with a large tonnage being called for by this class of trade, which is seemingly in greater need than other localities. Shoalwater ports continue to produce a fair amount of orders and is being shipped upon as fast as the unfavorable weather on the

coast will permit boats to leave the loading piers. The steam grades are moving off more freely with stocks of special grades becoming short, giving an additional stimulus to the demand, not only for current use, but for future supplies, fearing a greater stringency of these coals later on.

There is a gradual improvement in the mining conditions of central Pennsylvania and the capacity of shipments is up to about the car supply that is available and the situation is thought to be normal for this time of the year. No doubt a spell of protracted colder weather would make things more active, and with this encouragement might start up a concerted buying for accumulating future supplies. The consumer is apparently not as forehanded in taking on coal this year for winter needs when interruptions to transportation through storms and bad weather is likely to cause long delays on the tonnage en route, and this indifference as to his not taking these precautions may be due to the mild winter of a year ago when little difficulty was experienced on account of it, but is by no means a criterion to be depended on, as the reverse is just as likely to happen during the current winter. Most of the coal produced at the mines is going on the line trade, as shipments to tidewater are subject to embargoes, through the tonnage arriving at the ports being unable to charter vessels promptly owing to the high winds which has detained craft both leaving and reaching the harbors. This situation has made coal somewhat shorter in these markets and prices are a little firmer.

## Freight Rates to Foreign Ports.

W. W. Battie & Co., Produce Exchange, New York, report:

The freight market is firmer all along the line, tonnage scarce, rates strong, and a big demand for cotton boats at advancing figures.

Among the recent fixtures are the following: Steamer "Ripon," 1,885 tons register, Philadelphia to Havana, \$1.50; steamer "Tropic," 2,340 tons register, Norfolk to St. Lucia, at \$2.10; steamer "Borgestad," 2,541 tons register, Baltimore to Vera Cruz or Tampico, at p. t.; steamer "M. C. Holm," 1,572 tons register, Norfolk to St. Lucia, at \$2.00, and steamer "Disa," 447 tons register, Norfolk to Manzanillo, at \$3.00.

We would quote freight rates by steamer, as follows: \$1.50 to Havana or Matanzas; \$2.00 to Cardenas or Sagua; \$1.60@1.70 to Cienfuegos; \$1.70@1.80 to Daiquiri; \$1.75@1.85 to Santiago; \$1.75@1.85 to Colon; \$1.80@1.90 to Port of Spain, Trinidad; \$2.00@2.10 to St. Lucia; \$1.75@1.85 to St. Thomas; \$1.90@1.95 to Barbados; \$1.60@1.70 to Kingston; \$1.40@1.45 and p. c. to Curacao; \$2.50@2.60 to Demerara; \$1.80@1.90 to Bermuda; \$1.60 to Vera Cruz; \$1.60 to Tampico; 16@17s to Buenos Ayres; 17@18s to Rosario; 16@17s to Rio; 17@18s to Santos; 10@11s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$5.75@6.00 and discharged to Manila; \$6.25@6.50 to Japanese ports.

## The New England Coal Trade.

BOSTON, MASS., October 24.—(*Special Correspondence*).—The demand for anthracite coal is well maintained on the basis of our last report, with possibly a slight weakening in some directions on account of the warm weather. Yet the sentiment of the consuming trade is entirely inclined to put in sufficient supplies for their winter use, and where delayed it is thought to be only temporary, as summer prices still obtain, though the opinion is that the fall and winter advance will soon be made. The result of the larger movement of coal at retail has caused stocks to be reduced in dealers' yards to a point where orders have to be placed more frequently in order to keep up the supplies and this is now

becoming more effective in the wholesale market, with a larger number of cargoes reaching the discharging ports. Some interference to shipments coastwise has been occasioned during the past week by the high and contrary winds, not permitting boats and sailing craft to leave the harbors of safety and the report at the time of writing is that over fifty coal-laden barges and twenty tugs from Philadelphia are weather-bound between Marcus Hook and Delaware breakwater. This does not account for the schooners held up in the same waters, nor the several fleets that still remain in shelter, also loaded with coal, at the lower sound ports and it is indefinite as to when they will be released. In the event of much

Owing to the shortage of gas at East Liverpool, Ohio, about seventy-five kilns are reported as being idle. The loss to manufacturers on account of the shortage of gas as a fuel has been one hundred and fifty thousand dollars this season. It is thought that coal will be used in the future.

The Kennerly Coal & Coke Co., Johnstown, Pa., has purchased two hundred and seventy-one acres of coal land at Ebensburg, Pa. The land is now being developed and the purchase includes all buildings, mining machinery, mules and horses. The purchase price was one hundred and twenty thousand dollars.



## Eastern General and Personal Notes.

F. N. Pease, sales agent at Chicago, of Williams & Peters, spent several days of the current week in New York city on a visit to headquarters of the firm, leaving for the west on Tuesday night.

Coastwise shipping on the Atlantic seaboard was practically tied up all during last week by the high winds and heavy northeast storms, preventing sailing vessels from leaving the harbors of safety, and but few steamships ventured out for days at a time, owing to the gales.

Frank Haas, who has been identified with the Consolidation, Fairmont & Somerset Coal Companies for a number of years, at Fairmont, W. Va., and has for some time held the position of chief chemist, has been appointed assistant general manager, effective October first, 1906.

C. H. Alloway has accepted a position as salesman with the Anderson Coal Mining Co. at New York. Mr. Alloway comes to the market highly recommended, after many years of active service in the Philadelphia coal trade, and with his knowledge of the business should do well in his present position.

The new firm of Buchholz & Morrell, who have established a suite of offices at No. 1 Broadway, elegantly furnished, started actively in business the first of the week. They will handle both anthracite and bituminous coals, and have under agreement several desirable products that should make ready sellers, as these coals are well known in this market.

Frank L. Church, superintendent of the Somerset Coal Co., Somerset, Pa., was married on Wednesday night, October seventeenth, to Miss Mary Elizabeth Beerits, daughter of Mr. and Mrs. Henry C. Beerits, of that place. The wedding ceremony was held in the Trinity Lutheran church, which was beautifully decorated for the occasion, and was altogether a charming affair.

J. B. Shields, eastern sales agent of the United Coal Co., at Boston, was in New York for the week end, on a business trip to the company's office, also renewing the acquaintance of former associations and remaining over Sunday. Mr. Shields reports the trade in the east as being improved, and the question at present is not one of demand, so much as it is the supply, due to mining restrictions through a lack of cars.

Franklin Moore, who recently opened an office at No. 1 Broadway, New York, to re-enter the coal trade, will operate under the name of Franklin Moore & Co. Mr. Moore controls an interest in a going soft coal mine, located in Clearfield county, Pa., and is producing the Miller vein coal. He has also made arrangements to handle in this market a high grade Cambria county coal, which places him in a strong position to compete for important business.

According to a statement filed with the secretary of the state of Massachusetts, the Lehigh & Wilkesbarre Coal Co., incorporated under the laws of Pennsylvania, dated August thirty-first, 1906, makes a favorable showing in the company's earnings. The report made shows that the assets have increased from \$44,103,907 to \$44,441,469. The profit and loss surplus, which last year was \$1,837,775, is now \$2,642,935. The company's floating debt of \$749,335 of a year ago, has been wiped out, while the funded debt has been decreased from \$26,053,338 to \$25,506,338.

Further details of the terms of the sale of the Virginia & Southwestern road to the Southern railway were made public the first of the week, in the annual report of the Virginia Iron, Coal & Coke Co. Twenty-five per cent of the purchase price was paid by the Southern railway on June fifteenth, and the balance will be paid in six equal semi-annual installments, with interest at five per cent on the amount remaining unpaid. The net profits of the Virginia Iron, Coal & Coke Co. for the year ended June thirtieth were \$160,444. The coal department showed the best results.

The four-masted schooner Northland, with auxiliary power, which was launched on Thursday of last week, from the yard of Cobb, Butler & Co., Rockland, Maine, marks an epoch in coastwise sailing vessels. The vessel is built on sharp

lines, spreading nine thousand yards of canvas, and is equipped with a gasoline engine of five hundred horsepower, guaranteed to give a speed of six knots an hour, when sails are powerless. There also is equipment for furnishing power for electric elevator, being another new feature for sailing craft. The schooner has been designed to carry paper from the mills at Stockton to New York and take coal cargoes from the Atlantic seaports on her return trip.

P. G. Kemp, of the P. G. Kemp Coal Co., 227 West Sixty-fourth street, New York, after having been confined to the hospital for some time in order to have a cataract removed from the back of each eye, which left him in poor health, has taken up quarters in the country, near Hackensack, N. J., where he will remain for some time to recover his health. Mr. Kemp has had a very unfortunate experience in an effort to retain his sight, but the two operations performed on one eye, gave him no relief and had to be removed entirely, with an artificial one substituted instead. He has decided not to have the other one, which is similarly affected, though less severe, operated upon, hoping it may still serve him for some time.

A number of railroad representatives appeared before the state railroad commission at Albany, N. Y., on Thursday of last week, in opposition to the applications of the Schenectady & Margaretville Railroad Co., and the Hancock & East Branch Railroad Co., for permission to construct their proposed roads, which will form a connecting link of a competing line from the northeastern section of Pennsylvania to the eastern states. These two roads, with the Delaware & Eastern and the Boston & Maine, will make up the independent system. The application was opposed by counsel representing the New York Central railroad, the Delaware & Hudson, the New York Ontario & Western, Ulster & Delaware, the Schoharie Valley railroad and other affected lines. About two hundred delegates, representing the interests affected, through which territory the new roads will pass, appeared in favor of the applications. After some testimony was taken, as to the public necessity and convenience, the hearing was adjourned until November.

A fleet of vessels, consisting of schooners, tugs, barges and steamships, were wind-bound at the Delaware breakwater, while a large fleet was anchored at Hampton Roads unable to leave the harbor before the first of this week, greatly delaying the shipments on coal from these ports. Consumers in the east, who chartered vessels two weeks ago and over, to load cargoes at the lower ports, have in instances not yet arrived there, and the delay on all freights eastward is becoming embarrassing with those having short supplies of coal on hand. Should the severity of the gales continue or the weather remain unsettled, which is not unusual at this season, it will be liable to produce a shortage of the standard grades, where prices would be advanced. Shippers, in instances, are already asking for an advance over the regular quotations, owing to the difficulties of transportation, both rail and water, and through an insufficient supply of labor at the mines, giving them more business than can be handled within the time to which it is limited for delivery.

The organization of the Pennsylvania, Beech Creek & Eastern Coal Co. will be as follows: James Kerr, president, office 17 Battery Place, New York city; T. H. Watkins, vice president; A. G. Edward, secretary and treasurer; Robert Mitchell, sales agent; David G. Thompson, traffic manager; George M. Norris, superintendent of marine and manager steamship department; George S. Seymour, comptroller; A. G. Palmer, assistant to president, and C. H. Memory, Cresson, Pa., auditor. The offices of the sales department will be in the city of Philadelphia, and the general offices in the city of New York. The directors of the company are: W. A. Lathrop and Robert Mitchell, of Philadelphia; James Kerr, of Clearfield, Pa.; T. H. Watkins and Clarence D. Simpson, of Scranton, Pa.; A. G. Palmer, Port Chester, N. Y.; R. H. Williams and Samuel T. Peters, of New York city, and Richard C. Storey, of Boston. The Pennsylvania, Beech Creek & Eastern Coal

Co., in addition to its thirty-three going collieries, have other improvements under way and contemplated, in order to increase the tonnage output, for which business is now being established on more extensive lines.

It will be of interest to the friends and business associates of C. P. Anderson, president of the Anderson Coal Mining Co., Boston, to learn that he is speedily recovering from the serious accident he sustained while driving in a carriage to go over Huntington bridge on Saturday night, the thirteenth instant. It was at first thought that his condition was very critical, as the fall of twenty-five feet to the railroad tracks below the bridge was a most severe one, and his escape from greater injury seemed almost miraculous, but fortunately no limbs were broken, and being strong physically, favored an early recovery from the shock and bruises. The horse driven by Mr. Anderson had been idle for some time, owing to preference being given to his automobile, was naturally nervous when entering the bridge, which was open on one side of the driveway, for needed repairs, and with the tooting of locomotives on the tracks just below, the unfamiliar surroundings, suddenly turned aside as the bridge was approached and ran into the section that was open, precipitating Mr. Anderson through the open space, when the front wheels of the carriage dropped between the girders, causing him to be unseated. The horse and wagon were suspended in the girders.

Stockholders of the Albany & Susquehanna Railroad Co., at its annual meeting held last week at Albany, N. Y., after a protracted session, refused to re-elect the old board representing the Delaware & Hudson Co., to which the former road is leased, and elected an entire new board of directors for the ensuing year, as follows: John S. Kennedy, John Harson Rhoades, Adrian H. Joline, George P. Butler, William Stewart Todd, I. N. P. Stokes, George L. Sheaver, William A. W. Stewart, John H. McClement, Arthur W. Butler and Henry E. Howland of New York; Howard O. Sturges, of Providence, R. I., and Charles P. Cooley, of Hartford, Conn. Following this meeting the board elected as president of the road, George P. Butler, chairman of the Albany & Susquehanna railroad stockholders' protective committee, and W. L. M. Phelps was reappointed secretary. The Delaware & Hudson Co., aside from its stock control of the Albany & Susquehanna, which was lost at the last meeting, has a lease on the road, dating from 1870, and runs for the term of its charter, nearly one hundred years more. The protective committee, it is understood, desires the present board to enforce its claims, so that the individual stockholders would profit by the refunding of six and seven per cent bond at 3½ per cent, which would increase the savings from \$35,000 a year by the retirement of \$3,500,000 of seven per cent bond, for the present issue of the same amount of 3½ per cent to \$225,500 a year.

It is reported that the coal ship I. F. Chapman, which was caught in the Hong Kong hurricane, is not badly damaged after all, although it had previously been announced that she had been thrown ashore. The coal ship S. P. Hitchcock, which was in the same blow, it is understood, has a fair show of salvage.

The Baltimore & Ohio Railroad announced its plans for the proposed freight cut-off around Baltimore, which will relieve present congested conditions. The line is to cost nine million dollars, and will shorten the through freight route from the coal field to the north by several miles. It will be used by the Pennsylvania also, that road having been prohibited from building a line of its own by an act of the last legislature, while the B. & O. claims it has the right of construction under its charter. The matter will be fought out in the courts before the line becomes an actuality.

A Pittsburg coal syndicate is said to be negotiating for a tract known as the Woodville tract in western Maryland, which contains about fifty thousand acres of coal lands.



## General Coal and Coke News.

The E. A. Conway Coal Co., of Sioux City, Iowa, has been incorporated with a capital stock of \$25,000.

The Standard Splint & Gas Coal Co., Standard, W. Va., has increased its capital stock from \$50,000 to \$100,000.

Arctic Ice & Fuel Co. has been incorporated at Gastonia, Tenn., by J. F. Love and others. The capital stock of the company is \$50,000.

Anna P. Davis, Pawnee, Ill., has sold to the Midland Coal Co. forty acres of coal land near that city, the consideration being six hundred dollars.

Atlantic Ice & Coal Co., Atlantic City, N. J., has been incorporated by L. Kuehule, J. Erpenbeck and F. R. Farrell. The capital of the company is \$50,000.

The Lee Creek Gas, Oil & Coal Co., Van Buren, Ark., has begun the development of two hundred acres of land which it has leased near that city.

The Bituminous Coal Co. of America has secured twelve hundred acres of coal lands at Moundsville, W. Va., which it proposes to develop at once.

An amended charter for the Elk Valley Coal Mining Co., Knoxville, Tenn., has been filed, increasing the amount of capital stock from \$50,000 to \$250,000.

The Philadelphia & Reading Coal & Iron Co. has issued orders that all its breakers in the coal region be placed in good working order for the ensuing winter.

The Delaware, Lackawanna & Western railway has adopted a new scheme of burning cakes made from coal dust and tar. The experiment has thus far proved to be a success.

The Keywest Wharf & Coal Co., Jersey City, N. J., has been incorporated with a capital of \$200,000. The incorporators are: Charles A. Murphy, W. W. Shaw, F. M. Rose, E. H. Crandall and R. B. Kilgore.

The Willoughby Coal & Land Co. has filed articles of incorporation at Denver, Colo., showing a capital stock of \$50,000. The incorporators are: William Padfield, R. M. Morgan and J. O. Van de Berg.

The Fairbury West End Coal Co. has been incorporated at Fairbury, Ill., to mine and deal in coal. The company has a capital stock of \$20,000 and is incorporated by J. W. Strout, W. H. Davis and I. Harris.

Owen Murphy, a prominent coke oven builder of Connellsville, Pa., has disposed of a tract of over one hundred acres of coal land near the Dorothy coke plant in Westmoreland county, for a consideration of \$200,000.

Articles of incorporation have been filed at Frankfort, Ky., by the Straight Creek Coal Co., of Carter county, showing a capital stock of \$25,000. The incorporators are: M. E. Cassity, M. T. McEldowney and B. W. Trimble.

Articles of incorporation have been filed at Elizabeth, N. J., by the Nassau Coal Mining Co., showing a capital stock of \$30,000. The incorporators are: P. T. Norton, P. H. Gilhooly, C. M. Whittemore and E. L. Mack.

Naval officers at Washington are on the lookout for a barge with a capacity of not less than 2,500 tons, which is to be moored at Newport News, filled to its utmost capacity, at all times. The coal will be used for coaling war vessels.

The Anglings Creek Coal Land Co., of Oak Hill, W. Va., has been incorporated with a capital stock of \$100,000. The incorporators of the company are: J. S. Lewis, W. H. Duncan, O. O. Crawford, B. C. Peters and T. H. Hooper.

As a result of the two thousand miners on strike at the Crows Nest Pass Coal Co., Winnipeg, Man., a coal famine is threatening the cities of the Canadian northwest. The mines have been closed down for several months, the trouble being

caused by the manager refusing to discharge non-union miners.

The Bituminous Coal Co., Moundsville, W. Va., has secured twelve thousand acres of coal land which it proposes to develop at once. A plant with a daily capacity of fifteen hundred tons will be installed at an estimated cost of \$90,000.

The Carbon Coal & Coke Co., now opening extensive mines in the Riley canon district, near Trinidad, Colo., has let a contract for the construction of fifty miners' cottages. Cement blocks, glazed with coal, are to be used in construction.

The W. B. Brown Co. has been incorporated at 248 E. One Hundred and Sixteenth street, New York, N. Y., with a capital stock of \$30,000. The company will handle coal and wood and is incorporated by W. B. Brown, George Behsmaun and S. F. Brown.

A strike of the fifteen hundred employes of the Spring Hill coal mines, Spring Hill, N. S., is thought likely. The union has demanded an advance in wages and notice has been given that unless it is granted at once, work will cease within a week.

Two veins of coal, fourteen and eleven feet thick respectively, have been discovered on land leased at Black Creek, Pa., by James G. Harvey, formerly sheriff of Luzerne county. A slope is being sunk and a breaker will be erected before cold weather sets in.

The Mingo Black Coal Co., Clarksburg, W. Va., has been incorporated by M. E. Lawson, Boston; Landon Lawson, Williamson; V. L. Highland, I. Keith, Sheridan R. Griffin, of Clarksburg, and C. G. Dobbins, of Wheeling. The company has a capital stock of \$350,000.

The Susquehanna Iron Products Co. has been incorporated at 15 Exchange place, Jersey City, N. J., to manufacture iron, copper, coke, etc. The capital of the company is \$3,000 and the incorporators are: John R. Turner, B. S. Mantz and F. Ingold, all of Jersey City.

The Victor Fuel Co. has erected twenty-four new houses at its Chandler Creek (Colo.) mines. These are made necessary by the demand for good homes by its employes, a good class of white miners now having taken the place of the negroes formerly employed.

Summons are being served upon a large number of Pennsylvania operators, who will be called by the Interstate Commerce Commission in the near future to testify as to the methods of the anthracite "trust" in the matter of freight rates and the distribution of cars.

The Continental Clay & Coal Co., Brazil, Ind., has resumed operations under the name of the Clay Product Co. The plant is pronounced by experts to be one of the finest in the country. H. H. Titsworth, of Chicago, has been made general manager of the company.

A new town is being established near Harrison, Md., at which point the Davis Coal & Coke Co. is now operating. The name of the town is Kittaning, named from one of the coal veins which lies under it. About a dozen houses are now in the course of construction.

The Colorado Fuel & Iron Co. has opened a nine-foot vein of coal in Faricillo canon, twelve miles west of Trinidad, Colo. The company has had prospectors at work trying to discover a vein for some time, and two smaller seams had previously been opened up.

The Susquehanna Coal Co. is negotiating for the purchase from the Dodson Coal Co., of the latter's large colliery at Kaska William, near Middleport, Pa., in the Schuylkill valley. The company is now buying the entire output of the Silver creek colliery, near New Philadelphia.

The Somerset Coal Co. is rushing its plans for the opening of the Jenner coal field near Boswell, Pa., contracts now being awarded for engines to be used in the central power plant. Two

mines are to be opened in the near future, but operations eventually will be extended so as to provide for five shafts.

According to James Ross, president of the Dominion Coal Co., the company's various collieries were never in a better position than at present. The company has found it impossible to meet all the demands of its customers and in some instances have been compelled to ask them to accept reduced quantities.

The Reading Railway Co. has acquired lands adjoining its line in Northampton Heights, Pa., including the C. L. Hock coal yard, for which it paid eight thousand dollars. This will give the company ample yard facilities necessary for the handling of raw and finished materials shipped by the Bethlehem Steel Co., which is located here.

A new railroad, nine miles in length, is soon to be built from Gurley, Ala., to the coal and iron fields of Jackson county. The fields are said to be as rich as any in Alabama, although they have never been developed. The road is to be constructed by a party of Chicago capitalists who recently purchased thirty thousand acres of Jackson county land.

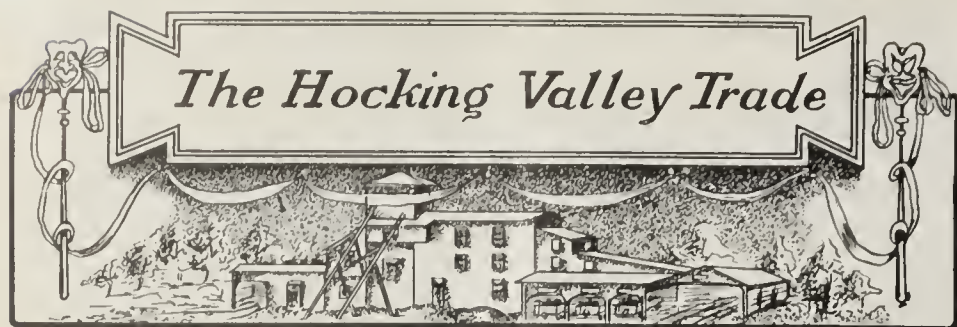
The Central Coal & Coke Co., Pittsburg, Kas., has taken options on the Weir Junction Coal Co., the Eureka Deep Vein Coal Co., and a number of other smaller companies in the Pittsburg district. If the Central Co. absorbs these smaller concerns it will obtain several hundred acres of valuable coal land, all located on the lines of the Frisco railway.

At Cape Breton immense coal mines, covering 1,600 acres in area, are being worked under the bed of the ocean. The mines are entered at the shore and extend for over a mile under the water. The submarine roof of the mines is lined with fire clay, and this is held in place by the water pressure so that there is no more moisture here than in the underground collieries.

G. B. Schooley, cousin of James L. Crawford, the prominent coal operator who died at Scranton, Pa., over sixteen months ago, leaving an estate valued at several million dollars, recently filed a will bequeathing himself about one million dollars of the Crawford estate. Counsel for the estate have pronounced the will a forgery and are attempting to prove a tremendous scheme of blackmail against Schooley.

On October first General Manager L. L. Malone issued official notice, approved by Vice-President Wheelwright, of the appointment of Frank Haas to the position of assistant general manager of the Consolidation, Somerset & Fairmont Coal Cos. Mr. Haas was born in Dayton, Ohio, in 1873, was educated in the public schools of that city and in 1891 entered the Ohio State University, from which he graduated with C. E. degree in 1895, following with an E. M. degree in 1896. From 1896 to 1898 he was instructor in metallurgical chemistry in the mining engineering department of that university, his work in this capacity being of such a character as to especially fit him for the position he now holds. On July first, 1901, he entered the engineering department of the Fairmont Coal Co. In the fall of the same year the rapid growth of the coal company and the great variety in quality of coals mined necessitated the starting of a department which would have full charge of the testing of the various steam, gas and smithing coals, at the head of which department Mr. Haas was placed, and by his great energy and hard work it has been brought to a high degree of efficiency and probably exceeds in value any other department of its kind in the country. He is also one of the best informed men on bituminous coal fields throughout the United States, having made that study a specialty. The demands made on Mr. Malone's time by more important matters made this appointment necessary, in order that he be relieved of the detail work. Mr. Haas' extensive technical knowledge will be of much assistance in his new work.





COLUMBUS, OHIO, October 27.—(*Special Correspondence*.)—No one has any complaint to make on the score of prices. The circular quotation of two dollars for domestic lump is being universally maintained, and the dealer, rather than the operator, is paying the telephone bills. In many instances a slight advance is offered for prompt shipment of orders already booked, and some new business is commanding slight premiums, owing to the urgency of the customer's needs. The conditions which commanded fancy prices last fall, when Chicago jobbers descended on the local market in force and outbid each other, have not been realized so far, but it is expected that the first healthy blizzard that strikes the vicinity of Lake Michigan will precipitate a scramble of this nature.

Steam coals, while lacking the strength of the domestic trade, are meeting with a healthy demand, some sales of run-of-mine during the past week being reported at \$1.45. The yearly contract price is \$1.10. The advance of forty-five cents announced on dock rates and applying to all grades and sizes will have the effect of attracting a greater quantity of free coal to the northwest and help to sustain any local weakness that might develop in the market by reason of continued warm weather or other cause.

Operators having large contracts to complete now face the certainty of a shortage. One of the big lake shippers is behind one hundred thousand tons and it is impossible for it, or others in a similar condition, to figure out any means for catching up. There is a feeling that the coal trade is not being given as much attention from the railroads as the necessities of the case demand, in the matter of car supply, as compared with ore and other kinds of freight. In the event of a long and severe winter, it is claimed, more distressing results would follow lack of fuel in localities having no local source of meeting its needs than is generally appreciated. A heavy all-rail movement throughout the winter is anticipated by the transportation lines of the central west, and extra preparations are being made for taking care of it.

The present state of the car shortage is placed at thirty to thirty-five per cent of demand for Ohio lines and ten to fifteen per cent for West Virginia. Companies having a number of mines give the preference to those which are most advantageously located, and as a result miners at some points are reduced to as low as a day a week, which has a tendency to produce rather bad conditions from the labor standpoint. Car service agents promise no relief from the prevailing famine, and it is the general opinion of coal men that it will grow worse instead of better. Hocking valley operators find some measure of comfort in the fact that they are being taken care of as well as any other coal mining territory in the country, and perhaps better than the average.

The point is made by those who venture on predictions that the motive power of the railroads will be found in bad condition when the strain of bad weather sets in, as the heavy freight movement all summer and fall has not given the usual opportunity for overhauling and repair. The enforcement of the interstate commerce law regarding the equipment of freight cars with air has utilized a large share of the

repair shop energies which would have ordinarily gone to regular work in putting rolling stock in shape.

Coal men generally would like to see a little early winter weather for the sake of the retail dealer, who is conceded to have had a rather hard time of it so far. He has been forced to bear the brunt of public sentiment against the increase in prices, a circumstance over which he has had no control, as he is forced to adjust his business according to what he has to pay for his supply at the mines.

The statement is made, in self-defense, by a prominent retail concern, that at \$3.50 per ton, the present selling price to the consumer in this market, the seventy-five cents which is left after the cost of the coal, the freight and hauling charges are deducted is barely sufficient to leave a living profit, as this margin has to cover office expenses and depreciation. One form of retaliation by the consumer has been his refusal to buy coal until he actually needs it, which fact has operated against the usual laying in winter stocks.

The latest addition to the ranks of Columbus coal trade officials is W. H. Gardner, who has assumed the duties of secretary of the Middle States Co., to succeed F. G. Hatton, the latter leaving on the twenty-fifth instant to take a railroad position in the south. Mr. Gardner is a Columbus young man, and although comparatively new to the coal business, bears evidence of possessing the qualities that will enable him to make good in this important place.

Among other difficulties under which retail coal dealers are suffering this season in this territory is a shortage of hauling facilities. Those who depend upon hiring transient teams during the busy season report that there has never been a time when they were so hard to procure, and the coal man is now a conspicuous figure at horse sales.

The mine of the Peerless Coal & Iron Co., near Jackson, Ohio, was sold at the door of the court house in that city on Saturday last for three thousand dollars to Barton Griffith, attorney for the Columbus Savings & Trust Co., the principal creditor. The small figure realized for the property, which was appraised at nine thousand dollars, is conceded by coal authorities to be much below its actual value. The mine is a good No. 1 Jackson proposition, and if wrecked would bring more than the purchase price for the machinery. The Sackett Mine Supply Co., of this city, had a lien on the latter for \$2,400, and the balance realized from the sale will not much more than pay court costs. John Henderson, vice-president of the Washington Fuel Co., of Columbus, was receiver for the property, the company being composed of A. L. Evans, of this city, and H. B. Evans, of St. Charles, Mo. It is understood that Mr. Griffith will organize a new company for operating the mine.

A delegation of prominent thin-vein operators, consisting of Smith Comly, of the National Fuel Co., Columbus, W. L. Timmons, of the Zanesville Coal Co., Zanesville, and W. A. Gosline, of W. A. Gosline & Son, Toledo, made a call upon Pennsylvania railway officials at this point last week regarding the demoralized condition of car service on the C. & M. V. Local labor troubles at the Rend Crooksville mine has operated to the advantage of other thin-vein companies in this territory during the past week, so that the mines have been able to run almost full time.

## GENERAL AND PERSONAL NOTES.

S. E. Gauthier, of the W. J. Scully Co., Detroit, was in Columbus on Monday.

L. F. Young, of the People's Coal Co., Springfield, Ohio, was in town last week.

R. I. Tegardin, of the Mohr-Minton Coal Co., was in Detroit Monday and Tuesday.

J. V. Mayhew, secretary of the General Western Fuel Co., Toledo, was calling upon the trade here on Tuesday.

I. W. Webb, vice-president of the Geo. W. Jones Co., of Toledo, was a caller at Sunday Creek headquarters on Wednesday.

Paul Hardy, superintendent of the United States Coal & Oil Co., Holden, W. Va., was married on Tuesday evening to Miss Anna Huff at the home of the latter's parents in this city.

A number of Hocking valley officials were in Cincinnati during the past week as witnesses in the case of John P. Jones, of Chicago, against the Luhrig Coal Co. for breach of contract.

L. H. Accard, of Chicago, general agent of the Grand Rapids & Indiana railway, was in the city this week doing missionary work in the interests of a new ferry route to the northwest connecting with his lines.

J. W. Blower, general manager of the Hysylvania Coal Co., has been appointed by the court as receiver of the Sedalia Coal Co., at Glouster, Ohio. W. J. Hamilton, of the Hamilton Coal Co., who had been previously named for the position, was not confirmed, on the ground that certain business relations existed between his company and the concern now in litigation.

C. B. Jenkins, of Marion, member of the executive board of the Ohio Wholesale & Retail Coal Dealers' Association, has tendered his resignation on account of engaging in other business. As one of the most active and efficient men of the board, his services will be greatly missed. The officials of the organization met at the office of Secretary Cate, on Friday, to consider among other matters, a successor to Mr. Jenkins.

A. B. Willson    Jas. A. Henchey    C. S. Binns

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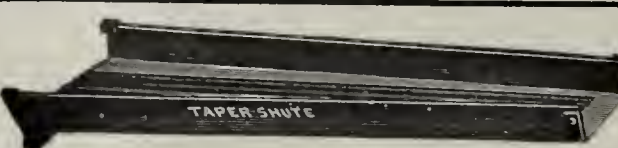
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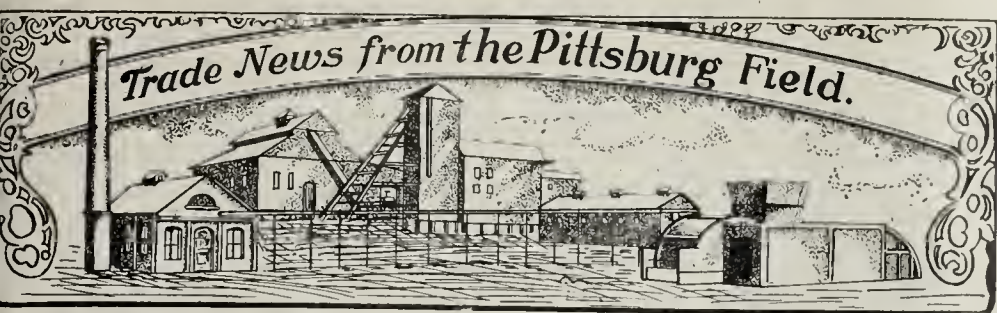


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OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, October 27.

The general situation in the Pittsburgh district in the coal and coke industry shows but little change since our letter of last week. Cars are short and labor is scarce. This is an old story and has been repeated very frequently but still exerts a great influence upon the general situation existing today. Prominent operators have advertised in vain for laborers; and the railroads have investigated the car shortage and have gone so far as to place special men in the field to look after cars which may have been side-tracked or lost in order to keep tabs upon them and thus enable them to provide a sufficient supply to the coal and coke trade.

In this connection an interesting piece of news was made public in Pittsburgh this week regarding the Frick Coke Co., viz.: The Frick Co. for the first time in many months has announced that they are in the market for the purchase of both furnace and foundry coke in unlimited quantities. This is a strong and pertinent commentary upon the general situation of the coke and also of the coal trade, not only in this vicinity but in the country at large.

Regarding the river coal interests, in passing it is interesting to note that never in the history of the coal industry in its connection with river shipments, has there been such interest displayed as exists at the present time among the shippers, not only of coal and coke, but of various kinds of heavy merchandise from Pittsburgh to southern ports. During the past week the Ohio River Improvement Association held a meeting at Portsmouth, Ohio, which was largely attended by river coal shippers. A meeting was also held at New Brighton, Pa., of the Lake Erie Ship Canal Co., at which meeting a large number of promiscuous shippers from Pittsburgh were present. At this latter meeting special representatives were present also of the Chamber of Commerce and of the Merchants and Manufacturers' Association. At both of these meetings the slogan was "river shipments" as the only relief for the congested state of affairs existing with the railroad companies today.

There are no strikes in the Pittsburgh district at the present time; District No. 5 of the United Mine Workers of America have been holding meetings at various points in the district and have been endeavoring to make much capital out of the present existing state of affairs between the miners and the Pittsburgh Plate Glass Co. As the matter stands at the present time, the operators, through the Pittsburgh Plate Glass Co., have achieved a victory although there was not at any time very much at stake in the whole difficulty.

The shipments of coal and coke on the Pennsylvania railroad and the Pennsylvania lines show an increase over the shipments of last week.

There are no changes to report of any consequence in the prices of both coal and coke in the district since our letter of last week. The demand still is much greater than the supply, and if both coal and coke could be furnished in quantities that are required the market prices of today would be considerably higher than they were one week ago. The principal operators in both coal and coke are exceedingly reticent in quoting prices, stating that as they are already oversold it is almost an impossibility for them to make prices when the supply has fallen considerably below the market demand.

A conservative price for run-of-mine coal is \$1.35 per ton f. o. b. the mine.

This is a shade higher than the ruling price of last week. Three-fourths inch is quoted at \$1.45@1.55 per ton f. o. b. the mine; lump coal is strong at \$1.60@1.70 per ton f. o. b. the mine, and slack is listed at 95c@1.15 f. o. b. the mine.

On all grades the price is slightly higher than a week ago and the demand is considerably stronger.

Commenting upon the general situation of the coal market and its prices, a report given us by a prominent coal operator is pertinent at this time, viz.: "It is almost an impossibility to quote 'safe and sane' prices because of the general situation. When there is nothing to supply the demand with and you are largely oversold with your product how is it possible to give out a market quotation which would be of benefit and value to the general public?"

The coke market remains in the same state in which it was one week ago. To paraphrase upon an old quotation, "Strike a coal operator and you find a coke producer." In other words, the coke market closely follows the coal situation. The coke producer today in the Pittsburgh district is a very independent person. If he or his company controls a considerable output they are so exceedingly independent that if you ask him for a price upon his commodity he will reply: "I have nothing to sell." Consequently, the prices ruling at the present time in the coke industry are not only strong and stiff, but higher than they would be if there was more production.

Furnace coke is selling at \$3.30@3.45 per ton f. o. b. the ovens. Last week we reported that a number of contracts were being made for furnace grade for next year's delivery at \$3.25. We are advised that contracts for next year's delivery of the same grade are now being booked at \$3.30.

Foundry grade of coke is now selling for \$3.90 per ton f. o. b. the ovens for present delivery. For future or next year's contracts it is an impossibility to place orders and necessarily prices for future delivery on this grade cannot be quoted.

Regarding the coal and coke situation in reference to the retail trade there is nothing new to report.

The general situation in the coal and coke industry in the Pittsburgh district today is a continuance of what it has been for the last quarter, viz.: One of unusual activity and we presume of satisfactory profit. As regards the future it is hard to prophesy. In this connection it is pertinent to note that the United States Steel Co. have planned improvements in the immediate vicinity of Pittsburgh which will amount to over ten million dollars. These improvements and others which have been made public will necessitate a very heavy increase in the demand for both coal and coke in Pittsburgh proper during the next year; in addition to these, there will be a large number of improvements added to the heavy manufacturing concerns near the city who will also draw heavily upon the coal and coke trade. The only note of alarm that has been sounded recently in this section is, that there are a very large number of independent and new concerns entering into the coal and coke industry, and also quite a number of large manufacturing plants who, hitherto, have purchased both coal and coke in the open market, that are contemplating the opening of mines and the building of ovens for their own private use, stating that this is the only way whereby they can assure themselves of a sure and steady supply of fuel.

## GENERAL AND PERSONAL NOTES.

William Sarver Jr., widely known as a pioneer coal operator, died during the week at his residence in Braddock, Pa., at the advanced age of eighty-four years.

Geo. W. Theiss, vice-president of the Monongahela Consolidated Coal & Coke Co., left last night for New Orleans to inspect the dock facilities of the company at that port.

Coal and coke shipments on the Pennsylvania railroad last week amounted to 1,023,850 tons—672,326 tons of bituminous coal, 255,470 tons of coke and 96,054 tons of anthracite coal.

Mr. Sarver was one of the early operators who shipped coal to the south by river; he was connected at different times with the Fawcetts, Wallins and Corcys, all of them pioneers in river shipment of coal.

President Francis Fechan, of District No. 5, United Mine Workers of America, is out in the public press with an announcement stating that all negotiations for a settlement of the strikes at Charleroi and Creighton against the Pittsburgh Plate Glass Co. were off for the present.

Charles Donnelly, one of the most prominent coal operators in the Pittsburgh district, has been seriously ill for a number of days; the latest reports concerning his condition are that he has passed the critical stage, and his physicians say that the strong probabilities are that he will recover.

This is a virtual acknowledgment that the miners' organization are licked. For many weeks they have tried, by all kinds of means, to stop the Pittsburgh Plate Glass Co. from operating their mines; they have also endeavored to prevent any coal companies endeavoring to furnish coal to the glass company from delivering the same.

The Pittsburgh-Buffalo Coal Co. has secured the J. W. Shidder farm of 140 acres, near Zollarsville, Washington county, and they expect to open up another mammoth shaft at once. The company has also let a contract for the erection of fifty double houses on the Fulton farm, where shaft No. 2 is already down about one hundred feet.

Quick advantage was taken during the week of a slight rise in the rivers and a large amount of coal and merchandise

was sent down the Ohio. But little hope is held out that the stage of water will permit of further shipments of coal. This is a great disappointment to the river coal men, as they have on hand at the present time a very heavy supply, and were counting on sending out on the present rise at least fifteen million bushels of coal. But a very small part of this, however, went out.

Pittsburg river coal operators have between twenty and twenty-five million bushels of coal waiting shipment to the markets of the south, the largest amount of coal held here, for want of sufficient water to river it, in many years. It is estimated that there are nearly two thousand coal boats, barges and flats loaded with black diamonds, which will find ready market in the south, for Cincinnati's supply is practically exhausted, except what is held in the elevators. New Orleans, so it is reported, also is in pressing need of fuel. River men say the outlook for the coming winter is better than it has been for years.

With prophesies that the Ohio river and Lake Erie ship canal would not only be built, but would be completed before the Panama canal, the passage by congress of the ship canal charter bill was celebrated at a monster banquet given at New Brighton this week. Fully six hundred persons were present at the gathering, many of them being prominent coal men of the Pittsburgh district. Speeches were made by promi-

## Richards Coal Mining Co.

Frick Annex PITTSBURG, PA.



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Panhandle  
Pittsburg No. 8**

AND ALL GRADES OF

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ment men of this section, and the general sentiment prevailed, and was set forth by various speakers, that the Lake Erie ship canal would be completed and in active operation long before the Panama canal would be finished. The coal shippers of the Pittsburgh district are vitally interested at present in these two projects, viz.: The improvement of the Ohio river and the building of the Lake Erie ship canal.

The Bank of Pittsburgh, N. A., has filed a petition asking permission of court to bring foreclosure proceedings on a mortgage against certain coal lands of the Anyville-Youghiogeny Coal & Coke Co., now in the hands of a receiver. The bank claims that it has a mortgage for \$18,500 on coal lands of the defendant company for money loaned in May, 1904. The lands in question are located at Ridgeville. The receiver in charge of the coal company, it is stated, is now mining coal

on the land covered by the mortgage, and by so doing imperils the security given for the loan secured by the bank. The court has granted the petition asked for.

Inspectors were sent out along the line and every car weighed, with the result that in a number of cases the shortage was proved. Following the result of the investigation, first by the Interstate Commerce Commission and later by Mr. Cassatt, it is understood an order has been sent out all over the Pennsylvania lines prohibiting graft in any shape or form and causing many neat little schemes which were making money for their backers to fall through. In this connection it is pertinent to note than not only regarding the coal and coke industry but in many other lines, employes of the various trunk lines have been using their official positions to obtain business for various business enterprises in which they were interested,

all at the expense of the railroad companies for which they worked.

The company has been operating both of their mines, with a limited supply of men, and have been forced to purchase supplies on the outside in order to keep their plants running. It is a well known fact that the miners formerly employed by the glass company have made such serious threats against anybody who may dare venture into the mines that it has deterred many men who wish to work from even making the attempt. Injunctions of the court are all right and are necessary, but they do not assure coal miners the safeguard necessary to go to work at a mine where there are a horde of striking savages, waiting to jump on them at the first opportunity offered.

Following the exposure of graft among the employes of the Pennsylvania railroad, in which a number were shown to have accepted stock in mines and

other rewards for providing cars for coal companies, there has come to light a system of shortage which has surprised even the company officials and has caused no little disturbance all along the Pittsburgh division. It has been common talk for a long time that bribery was necessary for a shipper to get cars, but the extent of it was unknown until the recent investigation of the Interstate Commerce Commission. Shortly after the exposure of the coal stock deals and the means employed by certain concerns to get cars, it was discovered by the Pennsylvania railroad that there was a shortage in the coal bought by it from some of the mines which had contributed to certain of the employes. An investigation was begun and it was found that for a long time the mines which had contributed most liberally to the officials of the company had been cutting down weight in coal furnished to the Pennsylvania railroad.

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# THE BLACK DIAMOND

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★★★

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CINCINNATI

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## General Review of the Markets.

THE chief aspects of the market this week are strength and stability. Coal is to industrial activity what life is to the body. It is the food of commerce turning the wheels of progress. Every industry is almost directly dependent upon coal or some of its products. A country's position among the nations of the world depends very largely upon the richness of its coal mines. Financiers who contemplate making investments in unimproved territory practically always investigate the value of the coal deposits. It is a gratifying fact that America is so rich in its mines of "Black Diamonds." This is one reason why America is pre-eminent, why there is such a demand for originality, and why we as a people are so discontented with present utilities and yearn for a condition of higher culture and commercial supremacy which requires the transmission of intellectual energy into motive power. This motive power is almost totally dependent upon coal and the demand is constantly increasing. There is no good reason to believe at the present time that this demand will be abated. If there should happen to be a slump in commercial activity with all the facilities for increased coal production, it would not be pleasant to perceive what would become of the coal man. Building construction statistics show that the increasing amount of modern furnace equipment which is being installed in power houses and office buildings is adapted to the smaller sizes of coal. This probably is one reason for the shortage in steam sizes and it is already having its effect upon the market. The demand for all classes of coal this week is very brisk and operators are not encouraging new business. Domestic sizes are becoming short and it is predicted by many critics that if we should have a spell of severe winter weather the demand would almost be accentuated to the degree of a coal famine.

### Transportation Facilities Not Improved.

The car stringency has assumed such extensive proportions during the last few weeks that we hear from almost every section of the country a renewed interest in water transportation. There was a time when almost every mountain stream was utilized in furnishing motive power, and navigable rivers were the chief arteries of commerce. With the unprecedented development of the railroad almost all of the boat traffic has been transferred to the common carriers. At this time when the railroads have not kept up with the progress of the country and freight is standing ready almost everywhere begging for transportation, it is gratifying to know that we hear of conferences of many shippers in various parts of the country who are interested in the waterways. It is to be regretted that something did not materialize earlier in the season.

### Anthracite Market Very Active.

From every section of the country sales agents of the anthracite fields are giving most of their time to the spreading out of coal on back orders in such a way as to keep their customers good natured. The shortness of coal is caused by lack of cars to move it promptly. No doubt most dealers are ordering far in excess of the demand of consumers, but if this is true there are so many orders on file that sales agents would not be able to catch up with the demand even though warm weather continued for some time. The supply is greatly mitigated by the lack of vessels carrying coal to the storage docks. This indicates that the all rail trade during the winter will continue very active.

### Western Market Very Firm.

Western coals have received an appreciable increased demand during the past week. In many cases prices in the western market on some grades of eastern bituminous coals have increased. Mine run from Indiana and Illinois is more firm than it has been in several weeks. The demand for domestic sizes is constantly increasing and the market for screenings is much better than it has been during the past month. The classes of coal which have been most difficult to obtain in the western market are West Virginia splint, Youghiogeny, Fairmont and Hocking. This is principally due to the excessive car shortage. The market throughout the northwest is characterized by firmness. Grain movement is taxing transportation and the farmers in many cases are not threshing their grain, preferring to leave it in stacks until it can be transported promptly. When this grain movement takes place the car shortage condition will be accentuated. Lake Superior dock companies have advanced the prices on Ohio and West Virginia coals on account of their scarcity. Dealers along the Chicago & North-Western, Chicago & Great

Western and the Chicago, Milwaukee & St. Paul, are experiencing great difficulty in securing prompt shipments of coal and the product is being sold at a premium of twenty-five cents, along these lines. Much interest is manifested in the recent ruling of Armour's plant at Kansas City in its plan to adopt the use of oil as fuel. The market for steam coal in the Kansas City district is very strong.

### Eastern Coal Market Is Firm.

Retail business in the east is characterized by great activity. Much difficulty is experienced in almost every section of New England and the eastern states in securing prompt delivery of rush orders. This condition is becoming more aggravating as the season advances. The restriction of shipments along tide water ports last week has greatly lessened the supply of coal along the coast. The all rail demand throughout the east is assuming greater proportions and no doubt will constantly increase. Transportation in New York harbor this week has been very bad owing to the fact that vessels have been unable to make their usual trips on account of the bad weather. The bituminous coal trade is slightly improved around New York and in New England. The Long Island sound trade continues active, but keenly felt the effect of the small amount of coal supplied by the vessels during the period of excessive storms. The market is reported steady from the Baltimore district. The demand for anthracite is slightly improving, and the demand for the smaller sizes of bituminous is also on the upward trend. Wheeling district reports a very strong demand for both coal and coke. The condition of the car shortage has not changed particularly during the past week. Holding cars at tide water is claimed to be one of the chief causes which affect the supply. The demand in the Pittsburg district is greater than the supply for both coal and coke. Retail trade is very active and new prices went into effect on November first. The cry from Buffalo is "Hurry up my coal." The retail market is very active and dealers have been unable to promptly take care of urgent demands.

### Mine Production Below Normal.

The excessive car shortage has reduced the mine production all the way from ten to sixty per cent. In the Ohio district the mines are operating only about three or four days a week. In West Virginia the conditions are better and operations average from ten to fifteen per cent. Eastern Pennsylvania mines are producing about thirty-five per cent of the normal output. This condition also applies to the Springfield and Indiana coals. In the Ohio field, however, conditions are worse and there is not sufficient cars to keep the miners busy more than two or three days a week. These conditions cause an increase in the price of coal but it should be noted that the operators are not necessarily the gainers because the fixed cost of producing is about the same for the operator whether he is running full time or two or three days a week. The year's output in the Tennessee district it is claimed will exceed all previous records. Prices are advancing and labor conditions are satisfactory. The phenomenally low percentage of explosions is most excellent recommendation for the efficiency of the law of 1903. The mining commission of West Virginia is revising the mining laws with the aim of protecting the life of the miners. The increased activity in the West Virginia districts is having its effect upon labor. A large number of miners are leaving the Hocking valley districts to go to West Virginia fields. It is reported that emissaries from the southern districts are promising four days' labor per week to all miners who will come south, and in the Allegheny valley alone thirty-two families have accepted the proposition.

This is the most active coal season of the year. Prices will continue to advance no doubt until the close of navigation. From every section of the country we hear the cry of the coal dealer who can not get his orders filled promptly. They have no reason to expect it. What would you think of a clothing store which waited to buy its supply of overcoats until its customers came in after the first cold snap and desired apparel for immediate service? In almost every other retail business dealers buy early in the season sufficient goods to take care of the normal demand. Many of the dealers are already waking up to this condition and they are getting most of the business. It is hoped that the future will see a reorganization of this branch of the coal trade.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, November 3.

The Chicago coal market is characterized this week by a stronger demand for western coals and slightly better prices for eastern products in many cases. The demand for mine-run from Indiana and Illinois is firm at \$1.85 and this size of coal is selling in many cases at from \$1.70@1.90. The market for lump coal continues strong and is somewhat greater than last week. The weakest point of the market of course is on screenings, although it should be noted that the demand is growing constantly firmer. The strongest part of the market is on Hocking, Youghiogeny, Fairmont, West Virginia splint and gas coals. The car shortage has not improved in any districts to a degree worthy of comment. In many cases operators report that the condition, if possible, is worse than last week. One prominent operating company with six mines located in one of the eastern coal fields stated by wire "not a mine in operation yesterday, no cars." In many cases the sales agents have called in their salesmen and they are refusing to accept new business with any promise of a definite time for delivery. The new ruling on the Chicago & Alton railroad requiring two dollars as a reconsigning charge is greatly affecting many of the jobbers. It is claimed that this ruling was made to relieve the sidings of the railroad from a large amount of freight being stored. Others suggest that it may have been induced by some of the large contractors who are anticipating special car service as a result. On the whole there seems to be no hope of the car shortage improving before the close of navigation.

#### Anthracite Market Active

The brisk demand for anthracite is taking all available coal. The same cry of car shortage is heard from every operator in the anthracite districts. The transportation facilities west of Chicago have somewhat improved. The new ruling of the eastern roads to the effect that no more grain will be accepted at Buffalo for transportation to the eastern markets is having a serious effect upon the supply of vessels. Another condition which affects the vessel supply should be noted. The ore carrying boats are way behind in transporting the amount of ore tonnage offered for transportation and they are refusing to accept coal on their return trips because when they come back empty they are able to save usually from five to eight days. It is claimed by some operators that the amount of anthracite coal in storage at lake docks is about twenty per cent less than last year at this time. This is due to some extent to the fact that boats are offered a higher freight rate to Superior ports, thus tending to mitigate business on lake Michigan.

#### Indiana Coals Firm.

BRAZIL BLOCK is in very strong demand. The price November first was advanced fifteen cents. Car supply is very bad and operators are way behind on their orders. One concern sent out notices last week to parties placing orders that it would be impossible to promise any definite date of delivery inasmuch as there was no assurance of securing sufficient cars to transport the coal on rush orders. Prices f. o. b. the mine are \$2.40 for open cars and \$2.50 for box cars; Chicago prices, \$3.20 for open cars and \$3.30 for box cars.

SULLIVAN COUNTY COALS this week are in good demand, especially the domestic sizes. The car shortage, if possible, is worse than last week; mines are producing about one-third of their capacity. There is practically no spot coal and the prices are strong at \$1.75@1.85 for the four-inch lump, f. o. b. the mine; Chicago price, \$2.55@2.65. Inch and a quarter lump at the

mines has been bringing this week \$1.40@1.45; at Chicago, \$2.20@2.25. Mine-run is somewhat stronger and has been bringing \$1.85@1.90 f. o. b. the mines, or \$2.65@2.70 f. o. b. Chicago. On the mines, or \$2.65@2.70 f. o. b. Chicago. The new circular issued November first advances the price as follows: Four-inch rescreened lump f. o. b. the mines, \$2.00; inch and a quarter lump, \$1.75.

CLINTON COUNTY coal is very scarce. In fact, operators are having difficulty in filling regular orders. No spot coal is on the market. What little coal there is has been sold during the past week at \$1.80 for the four-inch lump, \$1.60 for the inch and a quarter lump f. o. b. the mines. Mine run has been bringing \$1.25 f. o. b. the mine. Car shortage in the Clinton district is very acute and there does not seem to be any hope of immediate relief.

GREENE COUNTY coals are in good demand. The car shortage is greatly mitigating the supply in this market. Most of the coal arriving in Chicago is being consumed on contracts. The demand on all grades has somewhat advanced during the week and it is expected the prices will advance in the near future. Prices this week are practically the same as those maintaining last week.

#### Illinois Coal Market Firm:

WILMINGTON product is in good demand. Operators are behind on their orders and yet the demand is constantly increasing. Car shortage has not improved and if anything it is more acute than last week. The supply of Wilmington coal will be increased in the near future, when the mines which are nearly ready for operation begin sending coal to this market. It is anticipated that this will somewhat relieve the shortage of this class of coal. The price on Wilmington lump this week is f. o. b. the mines, \$2.50; f. o. b. Chicago, \$3.

THIRD VEIN and Spring Valley coals are increasing in demand. Car shortage is little improved over last week, but is not at all satisfactory. Orders are greatly in excess of the ability of operators to fill them promptly. The demand during the past week has greatly increased on all grades of Third Vein coal. The car shortage on the Chicago, Burlington & Quincy is very bad and since there is some scarcity of labor in that district it makes it almost impossible to get sufficient coal to even fill rush orders. The prices were advanced November first as follows: Third Vein chunks, \$2.50 f. o. b. mines or \$3 f. o. b. Chicago; Standard Lump, \$2.40 f. o. b. the mines or \$2.90 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mines or \$2.10 f. o. b. Chicago; washed nut, \$2.40 f. o. b. the mine, or \$2.90 f. o. b. Chicago; egg, \$2.40 f. o. b. the mines, or \$2.90 f. o. b. Chicago.

CARTERVILLE coal is standing very firm this week. The car shortage has not improved and the mines are operating only about half the time. Operators are not able to keep up with orders and therefore are not accepting any more business. Some claim that quotations are subject to price at the time of shipping. However, prices this week have ranged from \$1.75@2.00 for the six-inch egg f. o. b. the mines or \$2.75@3.00 f. o. b. Chicago with the market very firm. The price on the six-inch lump has been the same as for the six-inch egg. The market is also very firm. Number 1 washed coal has been selling at the mine for \$2.25@2.50; f. o. b. Chicago, \$3.25@3.50. No. 2 washed coal has been bringing \$1.75 f. o. b. the mines or \$2.75 f. o. b. Chicago with a very firm market. The demand for No. 2 has exceeded that for No. 1.

SPRINGFIELD is in fair demand. Car shortage is excessive. One instance which shows some-

what the condition of affairs in the Springfield district is the fact that only one mine out of seven was running on a certain day. The demand is constantly increasing and has not been characterized by fluctuations which has indicated the state of the market in the past few weeks. In other words the market has been steady and constantly increasing in strength. Mine-run is strong at \$1.05@1.10 f. o. b. the mines or \$1.80@1.85 f. o. b. Chicago. Nut coal has sold at \$1.25 f. o. b. the mine or \$2 f. o. b. Chicago, and the market is very firm. The market is also firm on egg coal and the price is maintained at \$1.40 f. o. b. the mine or \$2.15 f. o. b. Chicago. Screenings have not been in great demand. The market has been weak although strengthening. The amount of spot screenings available is constantly decreasing and the price at the mines has ranged from 20@25c; f. o. b. Chicago, 95c@1. Quarter-inch lump is strong at \$1.35 f. o. b. the mine or \$2.10 f. o. b. Chicago. Some coal has been sold as high as \$1.45 f. o. b. the mine or \$2.20 f. o. b. Chicago. Six-inch lump is bringing \$1.50@1.60 f. o. b. the mine or \$2.25@2.35 f. o. b. Chicago. The market is strong on domestic sizes. Some operators in this district are experiencing great difficulty with the new ruling of the Chicago & Alton requiring a two dollar reconsigning charge. They are ordering all possible coal over other roads which will tend to lessen the supply of coal coming in on the Chicago & Alton. This should have the effect of making the car shortage easier over this road. The chief feature of the Springfield district is the active demand for mine run which has not characterized the market in several weeks.

FRANKLIN COUNTY coal is scarce. The car shortage is worse than ever and the operators have not been able to get sufficient coal forward to fill back orders. The screening market is somewhat improved. Price f. o. b. the mines is 65 cents; f. o. b. Chicago, \$1.65, and the market is firm. Very little spot screenings is available. Franklin county lump is bringing all the way from \$2.00@2.50 f. o. b. the mines or \$3.00@3.50 f. o. b. Chicago, and the market is strong. Mine run is in good demand and the price maintaining at the mines is \$1.15@2.15 f. o. b. Chicago.

DU QUOIN mines are operating only about one-third of the time. One operator claims that he has had no coal this week and that the car supply is growing worse. The market is firm on six-inch egg, which has been bringing f. o. b. the mines \$1.50, or \$2.40 f. o. b. Chicago. The screening market is weak, although there is very little spot coal to be secured. The mine price is 30 cents, Chicago quotation \$1.20. Six-inch lump is in strong demand and is bringing at Chicago \$2.40; the mine price is \$1.50.

#### West Virginia Coals Very Strong.

FAIRMONT operators are withdrawing quotations on account of the shortage of cars. Some claim they will not catch up with their orders in thirty days. They have only coal enough to fill contract orders and little business is being accepted. Three-quarter inch lump is bringing at the mines \$1.50 to \$1.60, or at Chicago \$3.40 to \$3.50 with a very strong market.

WINIFREDE SPLINT market is somewhat stronger than last week. Operators are able to secure about twenty-five per cent as many cars as are necessary to transport sufficient coal to fill urgent orders. Washed egg has been bringing this week \$2 at the mines, or \$3.90 f. o. b. Chicago. Lump, \$2.10 at the mines, or \$4 f. o. b. Chicago. The market on both egg and lump is very strong.



BLACK BAND has advanced in price during the week. The car shortage is worse than ever before. The demand for this class of coal is very strong and constantly increasing. Very little new business is being accepted because operators are trying to catch up with back orders. Lump coal has been bringing at the mines during the past week \$2.60, or at Chicago and the docks, \$4.50.

NEW RIVER smokeless is in very brisk demand. The car shortage is worse than last week. One of the operators claims that he has been able during the last week to secure only about twenty per cent enough coal to fill current orders. Mine run is strong at \$1.25@1.35 f. o. b. the mines or \$3.30@3.40 f. o. b. Chicago. The market, however, on egg and lump is very strong and very little coal is available. The prices are \$2.25 f. o. b. the mines or \$4.30 Chicago.

POCAHONTAS field is experiencing a worse car shortage this week than last. It is reported by one of the operators that he is sending out only about twenty-five per cent of his normal capacity. The market is characterized by a very strong demand for egg and lump. Quotations f. o. b. the mines are \$2.25 or f. o. b. Chicago \$4.30. The demand for mine run has increased during the week and prices are ranging from \$1.25@1.35 f. o. b. the mines or \$3.30@3.40 f. o. b. Chicago.

KANAWHA splint market is very firm and the price ranges at the mines from \$1.90@2. This class of coal in Chicago sells at \$3.80@3.90. The car shortage in the Kanawha field is very acute and it has been impossible to secure enough coal to fill current orders promptly. The price maintaining on coal shipped in box cars from this district is ten cents in excess of the above quotations.

HOCKING operators are trying to catch up with orders. Car service is about the same as last week, which on the whole is very bad. Inch and a quarter lump in open cars is selling at the mines for \$2@2.10 and in box cars at \$2.20; Chicago price is \$1.65 in excess of the above quotations to cover transportation. The market on box car Hocking is very strong.

PITTSBURG No. 8 has been selling during the past week at about the same price as last week. Three quarter inch lump is bringing at the mines \$1.65 or \$3.30 f. o. b. Chicago, and the market is very strong. Some of this coal has been sold at from \$3.25 to \$3.35. The market on mine run has improved and this grade of coal at the mines is quoted today at \$1.55; f. o. b. Chicago \$2.20. The market is very firm.

JACKSON HILL district reports a little better car service than last week although the supply is not adequate to transport sufficient coal to fill current orders. Operators are catching up somewhat with orders and prices maintaining are \$2.50 open cars and \$2.60 box cars f. o. b. the mine or \$4.15 open and \$4.25 box cars f. o. b. Chicago. The market is very strong.

#### The Kentucky Coals.

KENTUCKY COALS coming into this market are in increasing demand. The mines are producing about 33 1-3 per cent of the average capacity and there is no immediate prospect for improvement. The car shortage continues acute and if anything, is growing worse. Service over the Big Four perhaps is better than over the Monon road. Six-inch lump has been bringing this week \$2.10 f. o. b. the mine or \$4 f. o. b. Chicago, with a very strong market. The demand is

greatly exceeding the supply and the price will probably be advanced in the near future.

#### Pennsylvania Coal.

YOUGHIOGHENY operators have not been able to catch up with their orders and the excessive car shortage is constantly mitigating the supply. If possible the transportation is more inadequate this week than last. The mines are producing only about thirty per cent of the average capacity. Youghioghenny lump is selling all the way from \$3.50@3.60 f. o. b. Chicago or \$1.60@1.70 f. o. b. the mines. Operators of standard Youghioghenny coal claim there is a large amount of coal of inferior quality being sold in this market for Youghioghenny. If retailers will take a little trouble and find out from what field the coal comes it will be easy for them to determine whether or not they are receiving what they think they are buying.

#### Coke Market Very Strong.

There is a good demand for all kinds of coke in this market. The supply is constantly growing less on account of the excessive car shortage and for the reason that a large amount of coke is consumed locally. The labor shortage is also affecting the supply and only about eighty per cent of the ovens are producing coke for the market. Gas coke f. o. b. Chicago is quoted this week at \$4.25@4.50. Seventy-two-hour foundry Connellsville coke is quoted at \$6.50@6.65, Wise county, Virginia, coke \$6@6.25, by-product coke \$6@6.25, by-product domestic size \$5, furnace coke \$5.15@5.40. The coke market is on the upward trend and only about fifty per cent of the eastern product comes into this market.

## Market Conditions and Gossip from Cincinnati.

CINCINNATI, October 31.—(Special Correspondence.)—The prediction made a very short time ago in THE BLACK DIAMOND to the effect that there would soon be an advance in the retail price of smokeless coal has been verified by the announcement this week that the price of New River and Pocahontas lump is now \$4.25 a ton delivered in the city proper, and \$4.50 a ton delivered on the hilltops and other suburbs where hauling costs more than fifty cents a ton. The constantly increasing price of smokeless coal at the mines is given as the cause of the present advance in the retail trade, and the only wonder about the matter is that the advance was not made two or three weeks ago.

#### Splint Lump Scarce.

The next important feature of the trade of which this is the selling center is that splint lump is becoming so scarce at the mines that \$2 is now almost a minimum price at the mines for standard lump, with a number of concerns asking, and booking orders at \$2.25 a ton at the mines. The scarcity of Pocahontas and New River lump and egg continues, and while the quotation on these grades is still \$2.25 a ton, it is practically only nominal, as nobody has any coal of any consequence to sell at any price. One dollar and fifty cents a ton is now the accepted price of smokeless run-of-mine at the mines, while splint run-of-mine is ranging from \$1.15@1.40 a ton at the mines. Splint nut and slack is in excellent demand at old prices, which take in a range of thirty cents a ton, with the cheapest selling at 60 cents, and the best at 90 cents f. o. b. the mines.

#### River Shipments.

The rivers are still acting graciously to the river shippers, and by a stage of water that is sufficient to let the Kanawha barges to this market as fast as they are loaded, and a few light coal boats and barges from Pittsburg, are bringing joy to the river men whose stocks of coal were getting too low for comfort. The receipts of river coal during the past month have just about met the current demand, and consequently the river market retains the great strength that has characterized it all fall. The usual grades of lump are worth 8 cents a bushel, while nut and slack afloat in barges is worth

5½@6½ cents a bushel. River lump coal elevated and loaded on cars is worth \$2.75 a ton at the elevators; but this price is likely to advance at any time.

The retail trade of the city is excellent, owing to the chilly weather of the past two weeks, but prices are unchanged except on smokeless coal as noted in the opening paragraph of this report. Splint lump is worth \$3.25 a ton delivered to families, smokeless \$4.25, anthracite \$7.50, and nut and slack from \$1.90@2.25. Gas coke sells retail at 9@10 cents a bushel.

There is nothing particularly new in coke, but the market is very strong at previously quoted prices.

#### NEWS NOTES AND PERSONALS.

D. E. Layhe, who succeeded Thomas F. Farrell, as general sales agent of the New River Consolidated Coal & Coke Co., with headquarters in the Ingalls building, this city, has resigned his position to accept a more lucrative one as the head of the car distribution service of the Chesapeake & Ohio railroad. Mr. Layhe is an old railroad man, and he brought with him to his position with the New River Consolidated Coal & Coke Co. a wealth of experience of railroad matters that has been of great service to his company. Mr. Layhe has made many friends while here, and these new friends will be sorry to see him leave Cincinnati. He will be succeeded by Joseph W. Tuohy (Judge Tuohy in the trade), a gentleman of wide experience in the coal business, and a man of great weight anywhere. Judge Tuohy has been acting as traffic manager of the Marinet-Halm Coal & Coke Co. for a number of years, and leaves that concern only to take a better job with the smokeless concern named. Everybody wishes him good luck in his new position.

Thomas F. Farrell, well known as a former Cincinnati coal man, was a business visitor here a few days ago. He returned to Bramwell, W. Va.

M. T. Roach, M. T. Davis, Azel Ford and J. B. Lewis, among the most prominent operators of the Kanawha coal field, were Cincinnati visitors last Saturday, having come down to attend the Koruskation of the Order Kokoal. They are all now wearing the "O. K." pin, although everybody in the coal business knows they are O. K.

Harry R. Neilson, general sales agent of the

Winifrede Coal Co., returned Monday from a trip to Philadelphia, where he was in consultation with the officials of his company. Mr. Neilson is one of the lucky coal men who have river connections at the mines, and when he can not get cars, he loads his coal into barges, and he is finding a ready sale for it whether it is in cars or barges.

It is reported upon apparently good authority that the Elkhorn Valley railroad has completed surveys for a fifty mile extension from Pike county, Ky., through the coal fields of Dickenson and Buchanan counties, Va., and that construction will be started upon this branch within a few weeks. The line is to connect with the Chesapeake & Ohio railroad at Elkhorn City, and the Virginia Southern will be crossed in Virginia. George L. Carter and his associates are to build the new line.

John C. C. Mayo, of Paintsville, Ky., was in Cincinnati a day or two ago on his way to New York ostensibly to transfer his immense interests in Kentucky coal properties to a syndicate. It is said that United States Senator Camden and Mr. Mayo controlled about 350,000 acres of rich coal lands in Kentucky, and that they had sold out to a syndicate for about eight million dollars.

The Zumstein Coal Co. has been incorporated at Columbus to take over the retail business of the Big Hill Coal Co., of this city. Theodore Zumstein, who has acted in the capacity of city sales agent of the Big Hill Coal Co., is the president of the new concern, and the other incorporators are John C. Zumstein, vice-president, and J. G. O'Callahan, secretary and treasurer. The new company takes the retail business and good will of the Big Hill Coal Co., and will operate the hoppers on the L. & N. railroad at the foot of Butler street.

Only one daily newspaper in Cincinnati made any comment upon the recent rise in the retail price of coal, and that more to take a whack at a certain county official in a political way than to give the news of the incident.

George M. Halm, formerly well known in the coal trade of this city, is now peacefully passing his days on a seven hundred-acre farm in Arizona.

#### Seventy-nine Candidates.

Cincinnati has the record for the largest Koruskation of Kokoals ever held.



Cincinnati is justly proud of the fact that the Queen City has just held the largest korusation of the order of Kokoal ever held in the United States. On last Saturday evening seventy-nine candidates were received into the mystic order of boosters, and it is understood that quite a number of prominent coal men who were either out of the city, or compelled to be absent for some other good reason have since made application for membership, so that it is safe to say that Cincinnati will start out with practically one hundred members. The affair which was the maiden effort of Skout F. H. Benedict, was a glorious success from beginning to end; but the Queen City members desire to express their appreciation of the aid received from Messrs. Haskett and Hull, of Chicago, and Heck, of Dayton. These three gentlemen, representing respectively the Pit Boss, Pictor and Swatta, made a team that is hard to beat, and their efforts were particularly well received. F. H. Benedict, Skout for southern Ohio, acted as Modoc, and at the banquet that followed the initiatory exercises, he distinguished himself as a toastmaster. A male sextette, chosen from among the finest singers of the city, furnished the music for the occasion, which in every way was a thoroughly enjoyable one, and long to be remembered by all present. The main dining room of the Business Men's Club was the scene of the festivities. Following is a complete list of the candidates, and the names of the companies they represent:

H. C. Whetstone, retail dealer.  
 Azel Ford, prominent Kanawha operator.  
 I. G. Donnelly, salesman, the Thacker Co.  
 M. T. Davis, official, the Kanawha Fuel Co.  
 J. B. Lewis, official, the Kanawha Fuel Co.  
 DeL. Martin, manager, the Halmar Coal Co.  
 E. Galatti, manager, the Pittsburgh Coal Co.  
 James Berry, partner, the Norwood Coal Co.  
 N. H. Franklin, secretary, the Thacker Co.  
 G. M. Slaughter, salesman, the Thacker Co.  
 A. Bachmann, partner, the Norwood Coal Co.  
 F. C. Todd, president, the Damascus Coal Co.  
 O. F. Barrett, proprietor, John Barrett & Son.  
 Ben Given, salesman, the Pittsburgh Coal Co.  
 S. A. Morrow, salesman, the Pocahontas Co.  
 L. B. Collier, with T. B. Collier, retail dealer.  
 H. P. Jones, president, the Big Hill Coal Co.  
 T. E. Houston, vice-president, the Thacker Co.  
 M. E. Lynn, manager, the Queen City Coal Co.  
 J. O. McCloskey, manager, the Stearns Coal Co.  
 J. C. Wheeler, manager, the White Oak Coal Co.  
 C. R. Moriarity, manager, the Kanawha Fuel Co.  
 W. B. Steele, manager, the Hull Coal & Coke Co.  
 William Marmet, president, the Marmet Coal Co.  
 J. F. Hinsecker, salesman, the Fairmont Coal Co.  
 C. R. Hinsch, president, the Hinsch Coal & Coke Co.  
 Thomas F. Farrell, manager, the Pocahontas Coke Co.  
 F. L. Garrison, president, the Kanawha Coal & Coke Co.  
 R. J. Kroger, president, the Kroger Coal & Coke Co.  
 R. H. Bartlit, secretary, the Darby Coal & Coke Co.  
 C. E. Fultz, manager, the Kanawha-New River Fuel Co.  
 J. C. Beebe, general manager, the Guyan Valley Fuel Co.  
 T. T. Wright, traveling sales, the Luhrig Coal Co.  
 J. A. Reilley, superintendent, the Queen City Coal Co.  
 E. O. Dana, treasurer, the Campbells Creek Coal Co.  
 G. E. Rewwer, superintendent, the Fairmont Coal Co.  
 A. R. Gosling, salesman, the Island Creek Coal Sales Co.  
 J. B. Ratterman, salesman, the New River Coal Sales Co.  
 A. D. Chapman, Cincinnati representative, the Blue Book.  
 B. K. Appleman, secretary, the Kanawha Coal & Coke Co.  
 P. W. Gillham, salesman, the Black Band Coal & Coke Co.

E. F. Bardin, salesman, the Black Hand Coal & Coke Co.  
 Thomas Bolger, manager retail sales, the Marmet Coal Co.  
 R. A. Colter, manager retail department, C. G. Blake & Co.  
 William T. Ulland, proprietor, the Laurel-Jellico Coal Co.  
 Kuper Hood, manager and treasurer, the Big Hill Coal Co.  
 W. J. Magee, manager and treasurer, the Carbon Fuel Co.  
 M. W. Doggett, assistant manager, the Fairmont Coal Co.  
 M. T. Roach, president, the Kanawha-New River Fuel Co.  
 C. W. Poysell, manager wholesale sales, the Marmet Coal Co.  
 J. McDonald, assistant general manager, the Marmet Coal Co.  
 Fred Hartweg, capitalist, stockholder, the Collins & Hartweg Co.  
 Russell D. Jeffers, salesman, the New River-Kanawha Fuel Co.  
 C. L. Bowman, president, the Walnut Hills Coal & Mining Co.  
 R. P. Gillham, general manager, the Campbells Creek Coal Co.  
 R. S. McVeigh, western manager, the Island Creek Coal Sales Co.  
 J. W. Tuohy, manager, the New River Consolidated Coal & Coke Co.

W. L. Immenhort, superintendent, the Marmet-Halm Coal & Coke Co.  
 Harry Rigdon, official coal gauger, Cincinnati Chamber of Commerce.  
 William Clauss, president, the Cincinnati Gas Coke Coal & Mining Co.  
 Pete Kain, salesman, the New River Consolidated Coal & Coke Co.  
 A. B. Trum, vice-president and general manager, the Trum Coal Co.  
 William Burlingame, western manager, the C. & O. Coal & Coke Co.  
 Edwin Marmet, vice-president and general manager, the Marmet Coal Co.  
 J. H. Briscoe, assistant western manager, the C. & O. Coal & Coke Co.  
 T. R. Morgan, general sales agent, the Kentucky Block Cannel Coal Co.  
 C. J. Menges, superintendent, the Monongahela River Consolidated Coal Co.  
 Edward Schonebaum, general manager, the Marmet-Halm Coal & Coke Co.  
 Robert C. Crowthers, manager, Cincinnati department, THE BLACK DIAMOND.  
 W. B. Crail, general sales agent, the Monongahela River Consolidated Coal & Coke Co.  
 J. P. Bauer, manager, W. H. Brown's Son branch, Monongahela River Consolidated Coal & Coke Co.  
 W. L. Gordon, O. B. Schramm, H. D. Davis, J. R. Davidson, F. A. Bicklmeier, J. H. Shanklin, J. R. Steinkamp.

## Missouri River Coal Trade.

KANSAS CITY, Mo., October 30.—(Special Correspondence.)—Kansas City coal dealers heard last Wednesday, with not a great deal of pleasure, that the management of the Armour Packing Co.'s plant here had decided to substitute oil as fuel for the packing house. The price is not stated and that fact is a subject of curiosity to the coal men. It is the general opinion, however, that the price is in the neighborhood of forty-five cents f. o. b.

The importance of this contract is evident from the fact that the Armour Packing Co. uses on the average about \$500 worth of coal daily. The entire output of one mine in Macon, Mo., is not sufficient for the consumption. There was an effort on the part of the coal dealers to prevent this last change of fuel because the competition for a market for steam coal is becoming very keen. Fuel prices regulate themselves and the three kinds of fuel are all in use in steam plants. Natural gas at eight cents a thousand feet to concerns that use a million feet a day has crowded coal out of Fowler's and the Morris packing houses.

The Cudahy Packing Co. is using 450 to 475 barrels of oil daily and estimates that the quantity is equivalent to 160 tons of coal a day. Armour has used some coal, but up to this time coal has been used for most of its steam making. The packers say that they save more heat by using the oil and that there is less loss and waste of heat because with coal it is necessary to open the doors of the furnace frequently.

### Effect on Slack Coal.

One effect of introducing gas and oil as fuel in steam plants has been to reduce the market for slack coal, which is little else but the dust of the coal. The oil and gas companies have forced the coal companies to cut the price on slack until there is almost no margin of profit left. The trouble for the consumer is that the coal men must make profit somewhere and he is forced to make it out of domestic coal.

But the action by Armour's has not been felt on the market. Coal prices in the southwestern district have remained steady in the last week and the demand for fuel, both wholesale and retail, continues to be so great that a raise in prices is expected next week. As was anticipated the car famine is constantly growing worse. Dealers say that they could do twice as great a business if they could obtain cars to move their stock from the mines. There can be no doubt that cars for coal shipments are scarcer today than ever in the history of the coal business. All railroad men admit that they are absolutely unable to furnish cars for the shipments. They say

that the chief reason for the shortage is the inability of the car builders to furnish cars ordered. In some instances the car builders have found themselves facing higher prices for material than when big car orders were taken from railroads, and the builders have been waiting for lower prices so as to come out even on their contracts.

### Labor Troubles.

Bennett Brown, commissioner of the Southwestern district, has been in Paris, Ark., looking into some grievances advanced by the miners. It seems that water accumulates in some of the rooms and the miners working in them think they should have an increase of pay for working under such disadvantages. The miners say that water dripping from the roof strikes their backs and causes danger of bad cold, pneumonia or other lung diseases. On his way home from Arkansas Mr. Brown was slightly injured in a railroad wreck on the Kansas City Southern near Madge, a small station near Neosha, Kas. The Pullman car in which Mr. Brown was riding left the track and was thrown against a bridge. The car was smashed. Mr. Brown was cut twice on the head and bruised about the body. He was able to be in his office yesterday, however.

The attorney general, Mr. Cromwell, filed suit in the district court in Guthrie, Okla., yesterday against the Chicago, Rock Island railroad, alleging an overcharge in freight trains on coal brought into Oklahoma from Indian Territory. An injunction restraining the company from demanding and collecting rates greater than authorized in the company's charter is asked. In the petition it is shown that from McAlester, I. T., to Enid, Okla., a distance of 208 miles, the rate on slack coal is \$1.50 a ton in carload lots and on lump coal \$2.10 a ton in carload lots, whereas the company is authorized, under the conditions by which it occupies its right-of-way, to charge only \$1.25 a ton for slack and \$1.45 a ton for lump coal in carload lots. It is charged that the rates on coal are unreasonable and unjust to all stations in Oklahoma. Ex-Chief Justice Frank Dale and ex-Associate Justice Bierer are defending the company in the suit.

The Poteau-Mercantile Coal Co.'s properties in Porter, I. T., have been leased and are now being operated by the Bache, Dinman & Spradley Co., of Fort Smith, Ark. The mines are old but very productive.

The Frontenac Coal Co. started to sink their shaft on their property at Radley, Nev., the first of this week and expect to reach coal within six weeks at least. The coal in that vicinity is over 150 feet deep and with good success it will be reached by the first of December.



The contract for sinking the shaft has been let to J. W. Weltaker who is one of the best men in that profession in the state. He holds several records for quick work and sunk the deep shaft at Atchison.

with the sinking and the mine is expected to be

## The Detroit Coal Trade.

DETROIT, MICH., Nov. 1.—(*Special Correspondence*).—This city probably never before experienced so severe a car shortage as that which prevails today. Both in anthracite and bituminous circles there are bitter complaints about the car service. Hard coal agents are being hard pressed by the retailers, whose stock piles, though not depleted, are very close to depletion. However, there is no immediate danger of distress among consumers, and it is confidently hoped that the worst will be over before the stocks disappear entirely.

### Retailers Not Advancing Prices.

Retailers of anthracite, however, have not raised the price and probably will not do so until stormy weather prevails. At present they sell at the summer price, \$7.25 a ton, delivered.

The demand for bituminous is strong and getting stronger daily, but the car supply is getting worse and the market is consequently nervous. November first starts in without any new price circular. The Sunday Creek Co. has concluded to allow the October prices to continue, acting on the principle that where there is no assurance that orders can be filled there is no necessity for fixing a price. In other words, the price will be fixed when the occasion warrants it.

### Spot Coal Very Scarce.

At present there is practically no fine coal on the tracks. Pittsburg No. 8 and Cambridge run-of-mine is strong at \$1.35; three-quarters lump, \$1.45; slack, eighty-five to ninety cents. Hocking lump still sells for \$2, though it is reported here that Chicago jobbers are paying a premium of ten cents for Hocking.

However, the demand for Hocking in this city never is very good until cold weather sets in. Hocking slack easily fetches seventy-five cents.

It is generally predicted that, within a very short time, the demand for bituminous will be so great that any person who is fortunate enough to have spot coal can get about any price he chooses to ask for it. Today the demand for

in operation by spring. The company owns 240 acres of coal land at Radley and already have a town platted and a number of lots sold.

C. C. Perry, president of the Southwestern Operators' Association, has returned from a short trip to New York city.

gondolas is so great that agents are at their wits' ends and simply cannot keep their regular customers supplied to the latter's satisfaction. They are simply doing the best they can and refusing new business.

Following are some West Virginia prices at the mines: Run-of-mine, \$1.30; three-quarters, \$1.50; lump, \$1.75; slack, \$1. There is every indication of an advance of twenty-five cents on these prices next week. Jackson Hill is subject to change any time. Massillon and Palmyra have gone up to \$2.50 and may be raised twenty-five cents more on the first of the month.

### Steam Sizes Very Active.

Steam plants are beginning to get very low and confidence in an easing up of the situation is not inspired by the report that the New York Central road has ordered its agents to cease soliciting business and, instead, to go out hunting for cars.

From the Saginaw valley in this state comes the report that in that section never before has the car shortage been so serious as it is today. All departments of business life are affected and there is no relief in sight. The coal mines are not receiving more than ten per cent of the cars they require. Operators threaten to close down the mines.

### PERSONAL NOTES.

Neil W. Snow of the New Pittsburgh Coal Co., is spending a few days in Chicago, combining business with pleasure.

The W. C. Clark Coal Co., of this city, has sold out to W. H. Warner & Co., of Cleveland. Mr. Clark, whose health has been poor, will spend the winter in the south.

B. C. Hitt, representing Kelly's Creek Colliery Co., of Charleston, W. Va., spent a few days in Detroit this week.

R. S. McVey, western manager of the Island Creek Co., and Blaine Coal Co., visited William Parker, the Detroit agent, last Tuesday.

L. A. Hickley, secretary and treasurer of the Island Creek Co., was also a visitor in this city.

## West Virginia Mining News.

WHEELING, W. VA., October 31.—(*Special Correspondence*).—Demand for both coal and coke, but particularly coal, is strong in all lines. Prices are firm, with somewhat flattering prospects for free coal. Owing to transportation restrictions, however, opportunities are scant for taking advantages of free coal. Prompt delivery cannot be assured.

President George W. Stevens and other officials of the Chesapeake & Ohio railroad have just held a conference with operators of the New River and Kanawha fields at Charleston, regarding the car situation. After listening to the grievances of the operators the railroad officers admitted the deplorable conditions but could not hold out relief in definite form until their orders for new equipment were filled.

### One Cause of Car Shortage.

Mr. Stevens said the company had ordered three thousand new cars, and was now awaiting their delivery. Furthermore, they had placed another big car order for future delivery. He promised to take up the situation with the directors of the road and urge special attention, and incidentally Mr. Stevens took care to dispel the insinuation of favoritism in distributing cars among the mines.

The scarcity of cars at the present time, Mr. Stevens attributed to the fact that during the latter part of summer, many cars were held at tidewater through the inability to get vessels to receive the shipments.

Since cooler weather came in sight the Chesapeake & Ohio region operators have had cause for serious complaint, the contrast being marked with the fairly easy car supply in the late spring. Operators who have heavy investments naturally chafe at their failure to get out coal in proportionate amounts.

### Allotment Contention.

It might be stated that the complaints from operators have grown acute since the inception of the new allotment order. This order has been in effect now about six weeks. Several shippers contend they are getting fewer cars than formerly, and frequently they are obliged to close down their plants for days at a time.

The state supreme court has denied the writ of mandamus asked for by Tax Commissioner Dillon to compel the assessors of Fayette county to list the leasehold rights of certain New River operators at about six million dollars for taxation. The assessors took the returns of the operators at one-tenth of this amount. The decision was rendered by a divided court. The tax reformers intend to prosecute their fight by endeavoring to have the next legislature amend the laws so the operators can be reached in the way they desire. The judicial determination is pleasing to coal men.

### NOTES FROM THE FIELD.

Senator Henry G. Davis, president of the Coal & Coke; Vice-President F. S. Landstreet,

of the Western Maryland, and other officials of both roads, were tendered a complimentary banquet a few nights ago by the Charleston Chamber of Commerce.

W. H. Thomas, of Columbus, Ohio, has been inspecting his large interests on Crane creek.

W. T. Williams, chief inspector for the Pocahontas Coal & Coke, is now making a tour of the company's several plants.

The Majestic Collieries Co., which will have its works in Pike county, Ky., will have its principal office in Eckman, this state. The capitalization authorized is \$250,000, and the incorporators are Virginia and West Virginia men.

Fayette men, headed by J. S. Lewis, have organized the Anglings Creek Coal Co. with holdings along the line of the proposed Meadow Creek railroad, and development is contingent on the construction of the railroad.

Ex-Senator J. N. Camden, of Parkersburg, confirms the report of the sale of the Eastern Kentucky lands of the Northern Coal & Coke Co. at a directors' meeting in Chicago which he attended. A western syndicate headed by A. B. Chisholm, of Detroit, was the purchaser. As there were 350,000 acres, lying in the Elk Horn section of Kentucky, the consideration must run into the millions.

E. J. Berwind has just made his first visit to the center of the New River region. With a party of Pennsylvania people he inspected the Berwind properties on Arbuckle and Laurel creek.

The Colonial Coal & Coke Co. has purchased the Northern Coal & Coke Co., operating near Bluefield.

During a slump in the car supply sixty-six of the one hundred and twenty-four mines of the Sunday Creek Coal Co. were idle, according to John Roan, the general superintendent.

General Manager Osborn, of the Youghiogheny & Ohio, denies the story of pending negotiations for the purchase of the Lorain Coal & Dock, both East Ohio properties. The M. A. Hanna Co., of the same region, is reported to be dickering for a mine at Indianola, Pa., which would be its first venture in the Keystone state.

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., November 1.—(*Special Correspondence*).—Believing that the present city administration here is unfriendly to them, the Indiana coal operators are beginning a crusade to bring about more general use of their product. A note of alarm has been sounded by the leaders in the movement for the purpose of getting support from all parts of the field.

The fact that the city administration recently let some valuable contracts to companies to supply West Virginia coal is the basis of one complaint. Another and more serious one is the attitude of the city smoke inspector, who is charged with discriminating the Indiana coals by his efforts to bring about the use of what are known as the smokeless coals.

The Indiana operators who have taken the matter up with the local authorities insist that the attitude toward them is unfair; that if it is continued it will soon result in driving them out of the Indianapolis market, which is the most important in the state. They are showing that the agitation in favor of the use of alleged smokeless coal has already hurt their business and resulted in a large increase in consumption of West Virginia coal, which, they claim, is no better than the coal mined in Indiana.

They declare that a halt must be called at once by the city administration and they insist that there is no ground for giving valuable contracts to West Virginia operators on the mere statement that their coal is smokeless. The Indiana operators say that the fault lies with the men who use their coal—not with the coal itself. This view is shared generally here by users of coal and by city authorities, but the latter continue their crusade for the adoption of smoke consumers or the use of smokeless coal. It is not known what steps will be taken, but the operators and coal dealers who have gone into the matter are ready for a fight for the preservation of their business and they don't intend to let up until they get a fair hearing.

The starting of this movement has really been about the only unusual feature of the local coal



trade for some time. Trade has been good. Most of the dealers have all they could take care of. Many have more orders than they can fill. Nearly all the retail dealers are getting as much coal ahead as possible, anticipating a heavier business as soon as the winter season sets in. The business seems to be steady in all parts of the state, although not phenomenal in volume or prices. The latter, however, are pretty satisfactory and bid fair to keep around an encouraging mark all winter. The tendency is upward and an advance is expected within a very short time.

#### Car Supply Better.

The business at the mines has been very good for the last two months. Very few operators indeed are able to get enough cars to supply their demands. This shortage is responsible largely for the good prices that have prevailed during the last month, but at that not many of the operators have benefited largely, as they have been unable to take much advantage of their opening. Many of them, in fact, have been compelled to go into the open market and buy coal to fill their contract orders, and very few have been

able to get free coal to market because of the lack of transportation facilities.

Transportation is said to have been considerably better along the Southern Indiana during the last two or three weeks. Some of the operators there say that John R. Walsh, of the Southern, has been unfairly criticised for not moving coal by the way of Westport and in that manner, avoiding a blockade in the Big Four and Vandalia yards at Terre Haute. They say that he is sending all the coal by the way of Westport that the Big Four will take, and that he is doing all he can to move the coal produced along his line.

In spite of the interference of the state railway commission the transportation conditions are not all that are desirable. However, the railroad companies say that the cause of the blockades and shortage is not a quarrel between themselves or a disposition to be arbitrary—simply their inability to supply cars and motor power enough to handle all their business, the volume of which has been greater this year than ever before. Under the circumstances the outlook is for a continued car shortage in Indiana throughout the entire winter.

## Kentucky Coal Trade.

LOUISVILLE, KY., October 29, 1906.—(*Special Correspondence*).—The Interstate Commerce Commission adjourned its hearing from Knoxville to Louisville during the past week following up its investigation of the Southern railway with a hearing of general charges against the Louisville & Nashville Railroad Co.

No cases of discrimination in pro rating were alleged or proved. All the details of the L. & N. ownership of the Louisville Property Co., which comprises more than forty thousand acres of coal lands, were gone into, but no evidence was even introduced to show that the L. & N. had discriminated against other mines in favor of the Louisville Property Co. mines. As the charter of the L. & N. expressly permits it to own and operate such lands, there was nothing damaging in the testimony in this regard. Moreover it developed that the Louisville Property Co., under L. & N. management, has never yet been a paying proposition, though indications are that in time it will give good returns.

The hearing also developed the fact that the L. & N. is switching all coal offered at junction points by other railroads including the Southern, but that the latter practically prohibits the switching of L. & N. cars over its Atlanta terminals by imposing a charge of thirty-five cents per ton. The commissioners agreed to hold a special session in regard to switching.

The showing made by the L. & N. during the session was distinctly favorable. It developed that Col. Attila Cox, member of the board of directors, owned a block of stock in the Straight Creek Coal & Coke Co., and that some of the bonds of this mine were held by the L. & N. Railroad Co. No active officials of the road were shown to own any mining stock.

During the past week the price of eastern Kentucky and Jellico coal has continued its course up, up, up. The latest high record is a price of \$4.25 per ton f. o. b. mines, which was paid for a few cars of Blue Gem. Such orders, however, do not represent the market, which is about as follows: Best Blue Gem lump and block, \$3.50; best Jellico lump and block, \$2.75@3.25. Standard Eastern Kentucky coals, \$2.50@2.75; nut and slack unaccountably has stiffened during the past week and the range of prices is now about 55@75c, according to quality.

Dispatches from Chicago announce the completion of a big deal for Kentucky coal lands, one of the biggest in fact of recent years. The North Jellico Coal & Coke Co. has passed into the control of Williams & Chisholm, head of a syndicate of Duluth, Minn., capitalists. Former United States Senator J. N. Camden, of Parkersburg, W. Va., president of the North Coal & Coke Co., and Vice-President C. W. Watson, of Baltimore, represented the Kentucky interests. The property consists of three hundred thousand acres located in Letcher, Knott, Pike and Floyd counties, Kentucky, and its value is estimated at about \$7,500,000. The Duluth syndicate secured a controlling interest.

One of the heaviest stockholders in the company is J. C. C. Mayo, of Paintsville, Ky.; Eugene Zimmerman, formerly president of the C., H. & D., and some eastern friends own about one-tenth of the stock in the old company, but whether or not they will let go their holdings is not known. The new company will meet for the election of officers at Parkersburg, W. Va., on December fourth.

When asked what the Duluth purchasers, who are among the biggest iron men in the west, intended to do with the property, Mr. Mayo said

## The Northwest Coal Trade.

MINNEAPOLIS, MINN., Oct. 31.—(*Special Correspondence*).—There has been more or less quietness in the northwestern coal trade the present week. After two weeks of almost continuous rain, the weather has cleared and there have been a few sunny days. Monday night the lakes and ponds were covered with a thin skim of ice, this being the first real chilly temperature that has been experienced. There is no shortage of coal in the northwest and will not be for several weeks. The volume going into domestic consumption is increasing, but retail stocks were of ample proportions, and it will require a fortnight or longer before there is great activity at wholesale. Of course a severe snowstorm would have an influence at once, but snow does not arrive to remain even in this latitude much before the early part of December.

#### Transportation Inadequate.

The car situation is the main feature of interest at present. The movement of the crops is attaining somewhat burdensome proportions for the common carriers, and box-cars are far short of the requirements. A sample instance will indicate the stringency in this class of equipment. One large linseed oil mill in Minneapolis recently asked for 340 cars to be put in at the rate of ten to fifteen cars a day. It received one car one day, two the next and so on. The equipment is not available or this shipper would have been taken care of. In South Dakota farmers are holding off before threshing their grain, realizing that it is better in the shock than when ready for market. The northwestern car shortage is beginning to approach the acute stage, and unless the improvement is more rapid than expected it will reveal many serious features before it is over.

The dock companies have practically all advanced their prices on Hocking, Youghiogheny, Fairmont and Pittsburg No. 8 lump coal forty-five cents a ton. Their selling price is now \$4 f. o. b. Duluth, Superior and Ashland, or \$4.90 f. o. b. the Twin Cities. Other grades of coal have been advanced in proportion, Youghiogheny

he did not know how or when they would develop it. The former owners of the Northern Coal & Coke Co. are likely to keep a substantial amount of the stock, although the control has passed from their hands.

Mr. C. W. Wood, secretary and treasurer of the Pittsburgh Coal Co., was stricken with paralysis while at the mines last week, and is now in a critical condition at his home in Pittsburgh. The stroke rendered Mr. Wood completely helpless. It came without any warning, when he was apparently enjoying excellent health. Mr. Wood, who has worked his way upward from being clerk in a mine office in Jellico, Tenn., to the ownership with R. M. Jackson and W. J. Roberts of the Pittsburgh Coal Co., and other interests, is one of the most popular men in the Kentucky coal trade and many warm friends are hoping that he may be restored to health.

Hywell J. Davies, of Knoxville, Tenn., sales agent for the East Tennessee Coal Co., has returned home after a short trip through Kentucky.

S. L. Bastin, of the Star Mining Co., East Bernstadt, Ky., has returned from a trip to Artemus, where he went to see about shipments of the Cumberland Coal Co., in which he is interested.

C. B. Chappell, the enterprising west end Louisville retailer, is able to be at his coal office again after an indisposition, which confined him to his home for several days.

The Tennessee Jellico Coal Co., which is controlled by Louisville capitalists, is about ready to load coal. Mr. L. I. Coleman, general manager, spent several days in Louisville this week. His headquarters hereafter will be in Knoxville; together with Mr. John Gorman he will attend to the sale of the coal.

Quotations on seventy-two hour foundry coke from the Wise county, Virginia, field are now on the basis of \$5.25 per ton f. o. b. Louisville.

The great advance in the price of all rail coals in Kentucky has resulted in considerable river coal being shipped from local elevators.

and Hocking screenings participating in the advance.

Carterville and other southern Illinois lump and egg coals are held at \$1.65@2 f. o. b. the mine, or \$3.75@4.10 f. o. b. St. Paul and Minneapolis. Franklin county lump and egg are held at \$2@2.25 f. o. b. the mine or \$4.10@4.35 f. o. b. Minneapolis and St. Paul. Owing to the shortage of care most Illinois shipping companies represented in this territory are loaded with orders and are not anxious to take on any new business except at the top prices. Transportation from southern Illinois is good, coal coming through in from eight days to two weeks, but cars for delivery to points on foreign roads, such as the Chicago & Northwestern, Chicago Great Western and Chicago, Milwaukee & St. Paul, are unusually difficult to obtain, and this coal commands a premium of twenty-five cents a ton over the figures obtained in territory easier of access.

#### NOTES ON THE NORTHWEST.

There will be a representation of Twin City coal men in Chicago, November tenth, the occasion of the football game between Minnesota and Chicago. "Tom" Skellett of Elliott & Skellett is arranging to chaperon a party.

The Interior Lumber Co., and the Interior Fuel Co., owning a number of yards in Iowa and Minnesota, now occupy very large and well lighted offices on the ninth floor of the Security Bank building, Minneapolis. They were formerly in the Corn Exchange building.

Morton Otis, general sales agent of the Zeigler Coal Co., was recently in St. Paul and Minneapolis on a business trip.

George F. Nevins, traffic manager of the Chicago, Zeigler & Gulf railroad, recently passed through Minneapolis and St. Paul on his return to Chicago from Seattle and Tacoma, where he has spent the past four weeks on business and pleasure.

Several of the former employees of the old corporation of Coxe Bros. & Co., are looking forward to a reunion, which will be held in Chicago



some time in December. The northwestern contingent will consist of Sam Stanley, Capt. De Forest Pomeroy, L. W. Ferris, W. E. Still and R. H. Sessions.

P. J. Delaney of John T. Hesser & Co., Chicago, recently visited the northwest and was a guest of Capt. De Forest Pomeroy at Lake Minnetonka.

Fred G. James of the Minnesota Coal & Supply Co., Minneapolis, has returned from a business trip to St. Louis.

The recent advance in the wholesale price of dock coal was made individually by the com-

panies. The St. Paul & Western Coal Co. were the first to advance the price a week ago Friday, and were followed by the other companies. The docks claim to be rather short of coal, but much will depend on the severity of the season as to whether further advances will occur. All-rail shipments via Manitowoc are coming in very slowly as a result of the car shortage.

Northwestern salesmen are having an easy time. Some of the companies have recalled all of their men on the road and will not send them out again until they are in greater need of orders than at present.

dlemen, who do not and who will not sell coal direct to individuals, firms, companies, corporations, syndicates, and the national, state and municipal governments (hospitals and charitable institutions excepted—to them, that they may receive their rebate from the railroad companies as is now the general practice—), except where any such consignees are provided with or own an individual railroad siding;

Second.—That this resolution is taken in order to protect the business, not only of the members of this exchange, but of all other retail coal merchants in the city and county of Philadelphia, and to prevent, to the best of our ability, the present tendency, on the part of some of the coal-producing companies, individual operators, commission agents and middlemen, from selling any part of their production by or through the channels specified herein, which manner of selling coal, in the judgment of this exchange, is contrary to good business principles, and highly detrimental and demoralizing to the entire retail coal business;

Third.—That the secretary of this exchange shall, each month, furnish to the members of this exchange and to all other retail coal merchants in the city and county of Philadelphia (who operate a retail coal yard), the names of such coal-producing companies, individual operators, commission agents, middlemen or commission houses, who disregard the sentiments expressed in this resolution, so that all retail coal merchants in the city and county of Philadelphia can be fully advised and guided in the purchase of their coal;

Fourth.—That the secretary of this exchange shall mail a copy of this resolution, within sixty days of its adoption, to every retail coal merchant in the city and county of Philadelphia; he shall also mail a copy of it to every coal-producing company, individual operator, commission agent, middleman or commission house transacting a coal business in the said city and county, and that in mailing said copy of this resolution to each and every one specified herein, he shall also address a letter to each and every one of those to whom this resolution is sent requesting an indorsement or a dissent to the sentiments expressed herein;

Fifth.—That if a reply is not received by the secretary of this exchange within thirty days after the date of mailing said resolution and letter, the party or parties to whom said resolution and letter were sent shall be considered by this exchange as dissenting from the sentiments expressed in this resolution;

Sixth.—That the interests of the retail coal merchants of the city and county of Philadelphia can best be served and protected by immediately reporting to the secretary of this exchange every infraction of the sentiments expressed in this resolution (upon blanks furnished by the exchange for this purpose), and by so doing will enable the secretary to compile such data in record form for the use, benefit and protection, not only of the members of this exchange, but of all other retail coal merchants in the city and county of Philadelphia.

#### What the Operators Think.

The Reading Coal & Iron Co., through Vice-President Thomas M. Richards, states that:

They neither approve nor disapprove the plan. There are some old-fashioned, as well as new-fangled laws about the restraint of trade which they do not propose to violate in letter or spirit.

Other operators said the matter was too trivial to discuss.

United States District Attorney Thompson, however, did not look upon it as altogether trivial, and his words indicated that the government might go into the matter to see if there were danger of the violation of the Sherman anti-trust law.

The larger operators and selling agencies have decided to fight the action of the coal exchange. At an informal meeting it was agreed that they would continue selling direct to the larger consumers of the city. They say the coal exchange is composed of about sixty of the retail dealers of the city who are making this attack upon the wholesale interests for the purpose of gaining complete control of the coal trade in Philadelphia. To comply with the resolution many selling agents would be compelled to close their offices, while several operators would have to shut down their mines.

## The Ohio Coal Trade.

TOLEDO, OHIO, October 31.—(*Special Correspondence.*)—The beginning of winter finds Toledo in anything but as good condition as coal dealers, without respect to size or kind, would desire. This is due primarily to the shortage of cars which grows worse continually instead of improving. The largest operators having offices here complain as bitterly as the smaller ones and day by day they are further behind in their orders. What relief the close of navigation offers is more than offset by the approach of cold weather, with its snows and decreased motive power, and now dealers are not anticipating any very marked relief before the winter is far advanced.

On every hand one hears that the car shortage is worse than it has ever been before. Railroads centering here are exerting every effort to overcome this and keep their cars at work. With this end in view some have ceased soliciting additional freight and are putting their men to work looking up lost cars and getting them home. Operators report their inability to keep their mines running, operations depending entirely upon what cars they can get hold of. This means, for the most part, that mines have been running not to exceed three or four days. A few operators may have fared better but judged by the statements of those questioned it would appear that this statement is a fair one in all respects.

Lake shipments for October will not be as great as was anticipated earlier in the month. This decrease can be traced to the same condition as the adverse condition of the market generally. With every effort being made to keep coal coming forward, things were kept in fairly good shape but now a decline is beginning to show itself. With the unusual demand for cars and boats for general shipping, it is estimated that the lake shipments will run from ten to twenty per cent below the amount under contract for shipment by water. Ore shipments to Toledo this season have been very heavy, the heaviest on record, and while ore and coal generally go together in making cargoes both ways on the lakes, a number of boats have confined their operations almost exclusively to handling ore, they preferring to return light rather than lose the time in getting a load of coal and unloading it on their return.

All grades of bituminous coal show a decided tendency to advance in price and one or two

dealers already report the offering of premiums by buyers. In some instances new circulars have been issued and in other circular prices have been withdrawn. Some few grades have been called from the market owing to the inability to get them in sufficient quantity with the mines running short hours. Isolated coals have been advanced twenty-five cents a ton; but for the scarcity of cars, prices have ruled fairly steady during the past month.

Hard coal is scheduled to reach the \$7.25 mark November first, or the highest mark it has reached since the big strike some years ago. Previous to one or two months last winter the prevailing winter price of this coal has been \$7.00, but there is every reason to believe that from now on the established price will be \$7.25. Dealers anticipated this during the summer and urged their customers to fill their cellars, an admonition which was very generally heeded, and as a result the majority of the summer buyers bought their winter's supply at \$6.75. Individual buyers are here referred to and the price named is retail.

Country dealers outside Toledo are joining the general army in having trouble to get their coal. Your correspondent has just finished a trip to the majority of the smaller towns in northwestern Ohio and almost without exception he found dealers crying for coal. Dealers belonging to this class who placed their orders early are now the favored ones.

Coke is looked to advance in price but it is not handled extensively in Toledo and its advance is not attracting as much attention as otherwise. It is, however, more and more coming into favor among furnace owners and when hard coal went to \$7.25 last winter many substituted it for anthracite. It is fair to suppose that the same thing will be true this season.

In handing down their decision in the ice cases, in which some local coal men figure as defendants, the local circuit court sustained the court of common pleas. This means that the workhouse sentences imposed will go into effect unless the supreme court rules otherwise. A stay in execution has been granted or had to be granted under a little known and yet less used law in Ohio, for thirty days, during which time steps may be taken to appeal the cases to the supreme court.

## Coal Exchange Opposed.

Members of the Philadelphia Coal Exchange have notified the operators that every one who sells coal to any individual, firm, corporation or other consumer not owning its own railroad siding shall be placed upon a list of selling agents who will not be patronized by the retailers. Formal notices have been served upon the coal producers with the request that each file with the secretary of the exchange his acceptance or rejection of the proposition.

The notice came as a surprise to the large number of operators and sales agents. Many of the larger corporations, hospitals, charitable institutions and the national, state and municipal buildings obtain their coal direct from the mines. This custom has prevailed for years, and large consumers have been enabled to save great sums of money annually.

The action of the Coal Exchange was taken in the form of a resolution, adopted unanimously

at a meeting held in the Bourse on September twenty-fourth last.

It is obvious that operators should protect the interests of the retailer when he does not claim privileges outside of his province. The retailer is indispensable to the coal trade and the operator would greatly suffer to have him go out of business. On the other hand he has no claim to the vast amount of wholesale business and the large contracts which the operator has always considered outside the retailers' province. The document that caused all this discussion was issued by the Exchange last week and reads as follows:

First.—That the members of the Philadelphia Coal Exchange, and all other retail coal merchants in the city and county of Philadelphia, give preference in their purchases of coal, so far as possible, to the coal-producing companies, individual operators, commission agents and mid-





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"THERE was a time in this country when every mountain stream was hitched to mill wheels," says a recent writer. The coal man's fervent prayer is that they may hitch some of them to the coal cars.

IF THE freight cars are loading twenty-three hours out of twenty-four, what can you expect? The average velocity is sixty-one miles a day. The canal boat could do better than that. Everyone get off and push.

A MILWAUKEE scientist thinks he has found a way to liquefy coal, so that it can be drawn from a spigot. Just to think that in a few years men will be saying to their sons: "Here, Willie, chase the can to the coal yard for a quart."

**12 Million Dollars** The amount of coke produced in this country last year surpassed all previous records. The increased value over 1904 was twenty-six million dollars.

**Worth of Coke.** This tremendous output was occasioned by the excessive demand for iron and steel which was required by our phenomenal industrial activity. This great commercial prosperity is due partly to the unprecedented progress in agricultural pursuits. In the last analysis the wealth and prosperity of the country originates with the rich productions of the soil. It is significant to note that the value of coal used in 1904 in the production of coke was over thirty-seven million dollars, whereas the amount used in 1905 exceeded fifty million, a difference of thirteen million. This is thirteen million dollars less

than the increased value of the coke produced. The price of coke during 1905 advanced thirty cents per ton, while coal advanced only 0.2 per cent, or from \$1.018 to \$1.02 per ton. This explains the difference. Coke during 1905 brought on an average of \$2.25 per ton, or thirty cents more than the previous year. This is the highest price paid for the product during the past twenty-five years, with the exception of 1902, during the fuel famine caused by the anthracite strike.

It is not an easy task to compute the amount of coal used last year in the production of coke. In many cases the coal is charged directly from the mines into the ovens and the records are not very accurate. But as the industry becomes better organized statistics are more reliable. The best sources give the enormous sum of 49,530,677 short tons as the quantity of coal used in the production of coke in 1905. This coal, of course, does not go into market at all, and when one considers that this amount is as much coal as is used by five cities of the size of Chicago in a year, it is possible to get some idea of the extent of the industry.

**Coke Ovens Increasing.**

During 1905 the number of coke ovens increased 3,965, making a total of 87,564. These ovens produced 32,231,129 tons of coke, valued at over seventy-two million dollars. The number of by-product ovens has been constantly increasing. The number in existence in 1905 was 3,159. The average production of coke is three times as great from the by-product oven as from the bee-hive type. It should also be noted that 74.8 of a ton of coke requires a ton of coal, on an average, for its production by the by-product process. This is a much larger percentage of coke than can be obtained by the bee-hive process, as much of the carbon in the bee-hive oven is consumed during the coking of the coal. The average production of coke from coal during the last year was sixty-five per cent. The gas, tar and ammonia saved by the by-product process in addition to a greater percentage of coke should have been sufficient inducement for more manufacturers to change from the bee-hive type to the by-product process, but it appears from statistical data that the coke producers have been reluctant.

The size of coal used in producing coke consists mostly of mine run. In fact about 66 $\frac{2}{3}$  per cent of the coal used is of this description. The domestic demand for coke is greatly increasing in many parts of the country and many plants have discontinued making the steam sizes and cater solely to the domestic trade. The amount of coke produced in Pennsylvania during 1905 increased thirty-eight per cent, in West Virginia forty-eight per cent, in Colorado seventy-four per cent, in Virginia thirty-six per cent, and in Ohio 132 per cent. The coke industry bids fair to grow stronger and stronger as the progress of the country is accelerated. The by-product process is very profitable and the demand for coke is greater than the supply.

**The Source of Power.**

We are told in science that coal is buried sunshine. It is heat energy stored away in the form of carbon. When this carbon burns or ignites with oxygen, then heat is liberated which may be transformed into electricity or the production of steam.

Thus it is obvious that coal is the source of mechanical power. This mechanical power is indispensable to every industry. The clothes we wear, the food we eat and the various kinds of recreation which gives color and content to life, could not exist without coal. We may then affirm that coal is king of the minerals.

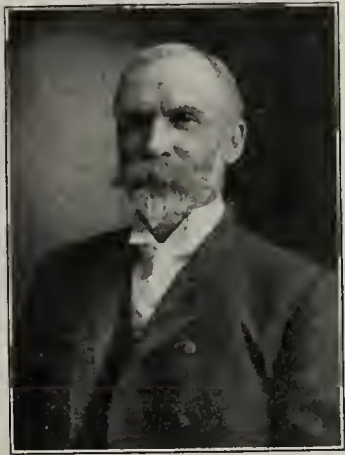
It has been said that we use in this country almost a million tons every day. The average price paid for this coal at the mine is \$1.31 a ton or a total of \$1,310,000. This is enough money to pay for the board of five thousand men for ten years or buy out twenty-six banks worth fifty thousand dollars each. We can not comprehend the vast sum of wealth which mother earth gives away every day. The power of a nation depends much upon the extent of her coal deposits.



# The Resources of the Coal Fields in Western Kentucky.\*

By J. B. Atkinson.

In a convention to promote the development of the industries of Kentucky, a few remarks on the western coal field of the state, and its relations to present and future development will be in order.



J. B. Atkinson.

The subject assigned me, "The Western Coal Field of Kentucky," is broad enough, surely. The four thousand square miles of this territory lies in the counties of Butler, Daviess, Hancock, Henderson, Hopkins, McLean, Muhlenberg, Ohio, Union and Webster.

The Ohio river is the northern boundary of Union, Henderson, Daviess and Hancock counties, while Green river and its branches flow through Henderson, Daviess, McLean, Ohio and Muhlenberg counties. Christian, Hopkins and Webster are the only ones in this field without direct river connection.

All these counties of this coal field are tapped more or less by railroads, principally the Louisville & Nashville, Illinois Central and the Louisville, St. Louis & Texas. New railroads are also being built in various parts of the field.

## Cheap Transportation.

Theoretically, the rivers are the natural and cheapest arteries of transportation for the largest part of this coal field; but practically little coal is so shipped. A few thousand tons are transported annually on Green river; a larger amount on the Ohio river from mines in Union county. The West Kentucky Coal Co., with mines in Union and Webster counties, is now preparing to ship largely via the Ohio river to Mississippi river points.

For successful river transportation of coal good harbors are necessary for the loading and storing of coal boats and barges, and natural harbors are very scarce on the Ohio, adjacent to the western coal field. At the mouth of Green river, in Henderson county, is found one such harbor. Another is in the mouth of Tennessee river, at Paducah.

The Ohio river is subject to great extremes of high and low water. During the winter much ice is made, and at times causes entire suspension of navigation. This is the time when coal tipples and fleets require natural or artificial harbors for protection.

At Pittsburg, coal fleets are protected by slack-water rivers and artificial barriers. The lower Ohio at times is so low that only very light draft boats navigate, and it is not possible to move coal fleets to the deeper waters of the Mississippi river. While our western Kentucky coal field is one thousand miles nearer New Orleans by river than is Pittsburg coal, which largely supplies the Mississippi river markets, a coal boat stage of water is rare indeed that does not originate with the waters of the upper Ohio, the coal fleets from Pittsburg coming down the river with the rising water, and reaching Cairo almost as soon as the high water.

The writer's experience during several years, with river transportation of western Kentucky coal from a harbor on the Tennessee river, twenty miles above Paducah to Mississippi river points, including Memphis and New Orleans, demonstrated the fact that ordinarily coalboats and barges loaded in the above Tennessee river harbor could rarely reach Mississippi river points in advance of fleets from Pittsburg, starting on the same rise.

Until the Ohio river is locked and dammed, and parts of the channel of the Mississippi between Cairo and Memphis improved, the western Kentucky coal field has but little or no advantage over the Pittsburg field.

## Numerous Veins of Coal.

There are numerous veins of coal in the western field. The uppermost one, No. 12, or A, is worked but little, the quality of the coal varies much, and so far it has proved of little commercial value. In thickness, this vein varies from four feet to five feet. It lies closely about No. 11, or B, vein, but rolls much, at times being within two feet of No. 11, and then rises to twelve feet or more above it. The miner in this vein finds a bad roof and a very irregular bottom, full of swamps, making drainage expensive. The coal is high in ash and sulphur, but is a coking coal, and makes coke of a fair structure.

The next vein, No. 11, or B, is extensively worked, the coal being very uniform in character in the various openings in the field. The ash from clean coal from this vein would average from five to six per cent. The upper part of this vein contains coal of only two and one-half per cent of ash, but with two and one-half per cent sulphur.

This vein varies in thickness from six feet six inches to eight feet. This extreme thickness is rare, however. The roof is much affected by the nearness of No. 12 above it. Limestone, at times, makes the roof, which then is excellent, but slate oftener forms the roof, which then requires much propping. The large size of this vein does away with taking down the roof for traffic entries, that a smaller entails and coal can probably be mined more cheaply in this vein than in any other in the field.

## Excellent Steam and Domestic Coal.

The coal is excellent for steam and domestic purposes. As a grate coal it will keep fire with three or four lumps readily, enabling one to have a small or large fire as desired, and the prudent housekeeper can keep a fire the entire season with little trouble. This is one of the features of veins Nos. 11 and 9, in the western Kentucky coal field the readiness with which the fire can be regulated. With draft shut off, the fire does not go out, but slow combustion takes place, a slow fire made in a grate keeping fire for twenty-four hours. With some experience in burning English, French and Belgium coals, as well as our own, I have never found this feature of Nos. 11 and 9 coals equaled.

Vein 10, or C, is irregular, and has not been worked to any extent.

Vein 9, or D, is the most extensively worked of all the veins in the western field. It varies from four feet four inches to five feet three inches in thickness. Is very uniform in its physical and chemical properties over the entire field. When properly prepared for market, this coal should not contain over eight to nine per cent ash. This vein is from seventy to ninety feet below No. 11 and lies very uniformly with it, both veins being free from swamps or rolls, thus differing from all the other veins in the field.

Veins B and D can be called the commercial veins of the western coal field. The next vein below is No. 8, or E, and is but a few inches thick.

Vein 7, or F, is unknown.

Vein 6, or G, worked at DeKoven on the edge of the coal field, is about three feet thick. The coal is excellent where opened at DeKoven.

Vein 5, or H, also worked at DeKoven, is four feet thick.

Vein 4, or I, supposed to be the Mannington vein, is very regular in thickness and very variable in physical and chemical conditions.

Veins 3, or J, and 2, or K, are not worked to any extent, and are but little known.

Vein 1, or L, is worked at Empire, Mud river and Aberdeen, a vein from two feet to three and

one-half feet in thickness; a most excellent coal where worked at the three places named above. All the veins below 9, or D, are very irregular in physical and chemical conditions. At different places in the vein, a hundred feet often showing greatly increased ash and sulphur in the coal, preventing prudent men from making large investments in mining operations, in all the veins below No. 9, or D. My investigations of the openings in vein No. 1, or L, indicate that the good coal of this vein lies in pockets or very limited areas, and while my company owns a large acreage covering this vein, I have so far declined to open mines in it.

## Coking Coals.

Most of the coals found in the Western Kentucky field are coking coals, and readily coke in the bee-hive oven. The two most regular and valuable veins of coal so far developed in this field, B and D, vary but little chemically and physically at the various openings in Hopkins, Ohio, Muhlenberg, Webster and Union counties.

Vein B, after being crushed and thoroughly washed, averages five to six per cent ash, 2.900 sulphur in the coal. Vein D under same conditions shows six to seven per cent ash and 2.500 per cent sulphur.

It is the sulphur in all the coals in this field that causes trouble in the coke. That which is chemically combined with the coal, and may be termed organic sulphur; and this cannot be separated by washing. The pyrites can be eliminated without great difficulty by washing. The coals of this field are different from ordinary coking coals, in the fact that the reduction of ash, after a certain condition is reached, does not reduce the sulphur.

Testing the lower veins, at one opening is found coal that will make coke with 7.372 per cent ash and 1.482 per cent sulphur, while at another opening in the same vein, but a few hundred feet away, the coke made from the coal will show 8.893 per cent ash and 2.556 per cent sulphur. Still another opening will show 18.542 per cent ash and 2.567 per cent sulphur. The best results obtained from the lower veins gave in the coke 4.953 per cent ash and 1.168 per cent sulphur. Could this limit of ash and sulphur be maintained, then would this field take a high position as a producer of coke equal to the best for metallurgical purposes, its nearness to the great markets giving it great advantages. But the great uncertainty of the quality of the coal in these lower veins will possibly prevent any extended development for coking purposes, the good coal of today running into very inferior coal of tomorrow.

## Extensive Machine Mining.

About seventy per cent of the coal of this field is mined by machines. The Harrison, the Ingersoll, Sargeant and the Sullivan punch air machines are used. The Jeffreys, Sullivan, Goodman and Morgan-Gardiner electric machines are also used. Mining is done by the room and pillar system.

Twelve years ago I read a paper before the Engineers' and Architects' Club, of Louisville, of which the following is an extract:

"The markets of the Western coal field are limited, meeting Alabama and Tennessee coal on the south and west, while on the north Illinois and Indiana coals hold sway. On the east Louisville marks the boundary; hence, there can be no great or rapid development of the Western field unless the coke that can be made from the coal is required to make iron from the brown ores of Western Kentucky and Tennessee.

"There are now mines enough open and in operation to furnish three tons of coal for each two tons the market requires, a condition of affairs usually disagreeable to stockholders and managers of coal companies, but correspondingly advantageous to the 'dear public'—a condition

\*Address prepared for delivery before the State Development convention.



that will always exist, but which is invariably ignored by the average legislator, who insists at each term of the legislature that 'something is wrong somewhere, and it must be the coal men,' and he henceforth produces most wonderful bills to regulate the offensive individual with the rest of creation, believing he can legislate thrift into the shiftless and industry into the man born tired."

These words written twelve years ago fitly apply to the conditions of today. To our Tennessee and Alabama competitors on the west are added Arkansas and Illinois coals, while we meet in Louisville, not only our old competitors, Pittsburgh and eastern Kentucky, but find Virginia and West Virginia coals.

#### Supply Over Demand.

Compared with twelve years ago, the mines are developed for twice the tonnage the markets can buy, as is well illustrated by the car allotment made a short time ago by a coal-carrying railroad in this field. This railroad made a daily allotment to the mines of 12,090 tons, which means the mines could produce 3,600,000 tons yearly. This road hauled from these mines in 1905 but 1,640,000 tons, and fully supplied the market. As was the case twelve years ago, the vigilant legislator still looks after the coal man, but has made indifferent success in making the lazy man industrious and the shiftless thrifty.

The hope expressed in the former writing that the coke from this field would be called on to make iron from the brown ores of Kentucky and Tennessee has not been realized. The two charcoal furnaces built at Grand Rivers some years ago by the Grand Rivers Co., proved a failure, the cost of iron being too great. These furnaces about three years ago were built to burn coke and made iron for a time with Virginia coke. It soon became evident that the adjacent brown ores were too costly to mine, and the project was abandoned, at least for the present. Efforts were made by the new company to find a suitable coking coal for iron making in this field with little success.

A furnace at Clarksville, Tenn., is now making iron from Tennessee brown ores with coke from Virginia. West Kentucky coke from veins Nos. 9 and 11 was used in this furnace soon after it was built to the extent of one-third, the coking charge, and excellent iron made, but two and one-half per cent to two and three-fourths per cent sulphur in the coke was so persistent that the furnace people were frightened, and this coke was abandoned.

#### Coke Making.

The only coke made in this field is from washed slack, which otherwise would be a waste product. There are twenty beehive ovens in Union county and one hundred and fifty-five in Hopkins. The coke has a fine, strong physical structure, capable of carrying any modern furnace burden, with ash ranging from twelve per cent to fifteen per cent, with sulphur two and one-half per cent to two and three-fourths per cent, and with simply a trace of phosphorus. It takes two tons of washed slack to make one ton of coke. The coke is used in the copper and silver smelters and in lead smelting. It is also used in making water gas and in some industries for heat. The market has not yet developed what would make it profitable to use mine run coal, crushed and washed, for coke making. The increasing use of automatic stokers, however, makes continually greater demands on slack coal for steam purposes, and the time may soon come when the ovens now built will have to crush mine run coal, if the price of coke will warrant.

Slack coal contains eight to fifteen per cent removable dirt and must be washed before coking. Good practice removes from one hundred tons of slack containing ten per cent dirt at least eight and one-half tons dirt, the washed coal bin getting eighty-eight and one-half tons of clean coal with one and one-half tons dirt, while the waste bank gets eight and one-half tons of dirt and one and one-half tons of coal. The dirt thrown into the waste bank carries ten per cent sulphur in the shape of iron pyrites.

#### Kentucky Output.

The following table gives the output of the Western Kentucky field from 1888 to 1905, in-

clusive, with the gains and losses shown in periods of six years:

Year.	Tons, output.	Tons.	P. C.
1888—1,236,185—			
1889—1,169,576—Loss	66,608	5.4	
1890—1,299,797—Gain	130,221	11.0	
1891—1,580,795—Gain	280,998	21.6	
1892—1,719,809—Gain	139,014	8.8	
1893—1,791,261—Gain	71,452	4.2	

For six years the average increase of tonnage was 92,513 tons per year.

Year.	Tons, output.	Tons.	P. C.
1894—1,806,966—Gain	15,705	0.9	
1895—1,784,278—Loss	22,688	1.3	
1896—1,762,461—Loss	21,817	1.2	
1897—2,114,571—Gain	352,110	20.0	
1898—2,071,070—Loss	43,501	2.0	
1899—2,704,564—Gain	669,494	24.0	

For six years the average increase of tonnage was 158,217 tons per year.

Year.	Tons, output.	Tons.	P. C.
1900—2,933,398—Gain	192,834	6.0	
1901—3,071,650—Gain	138,252	4.0	
1902—3,644,315—Gain	572,665	16.0	
1903—4,213,504—Gain	569,189	12.0	
1904—4,121,564—Loss	91,940	2.0	
1905—4,681,457—Gain	559,893	11.0	

For six years the average increase of tonnage was 323,964 per year, or an average increase of tonnage for eighteen years of eight and one-quarter per cent per year.

Compared with West Virginia and some other states, the growth of the output of this field is slow, being only the natural increase of circumscribed markets. Louisville, Nashville and Memphis are practically the only large cities reached, the markets are practically south of the Ohio river and east of the Mississippi.

#### Shipping by Water.

Efforts are now being made by one large coal company to ship by river to all Mississippi river points, from St. Louis to New Orleans. If this effort is a success financially, it will greatly enlarge the markets of this field. It is very possible that when the Panama canal is opened Western Kentucky coal will find a market on the Gulf of Mexico, and even on the Pacific coast.

In one hundred years we have practically destroyed our great forests, and now face a timber famine. All other states have been as prodigal as ourselves. Our legislators, our newspapers, our public men have not realized that we have been drawing on this bank of nature for one hundred years, and made no effort to replenish the deposit.

Bankruptcy is inevitable, unless we protect the forests remaining, and plant new ones.

#### 50,000 Million Tons of Coal.

Estimating the combined thickness of the workable coal veins in the Western Kentucky field at twenty feet twenty inches, we have fifty thousand million tons of coal in this bank of nature. With the knowledge that with the present output of coal it will take ten thousand years to exhaust the deposits, we need feel little concern of bankruptcy, even though we cannot grow coal as we can forests. But with an annual increase of output of ten per cent, this great coal heritage will last but one hundred years.

What a heritage is this coal, enough to supply the entire United States, at the present rate of consumption, for one hundred and twenty-five years. The labor cost of producing a ton of coal is about sixty cents.

The Western Kentucky field in 1905 paid out in wages \$2,800,000. Hopkins county alone paid out \$1,200,000. To exhaust our heritage would take thirty thousand millions of dollars in wages.

Probably the time will never come when coal will be produced more cheaply than now. Wood and iron are necessary in coal mining. The former will never be cheap. It takes one hundred years to grow a white oak twelve inches in diameter as a forest tree.

Iron ore, once exhausted, can never be replaced. Even now we can figure on the time when the known deposits in the United States will be largely used up.

To produce one million tons of coal in Hopkins county in 1905 over two million five hundred feet B. M. of timber was used, or two and one-half feet B. M. to each ton of coal.

Of the timber, 1,057,000 feet B. M. was sawed stuff, largely oak, for timbering the mines, for tram roads, ties, brattices, pit wagons, etc., while 1,501,000 feet B. M. was principally for props and

caps used in supporting the roof, made with saw and ax, largely out of timber of small commercial value.

A fair estimate of timber cost per ton of coal would be three cents, as against seven and a half cents in the anthracite mines of Pennsylvania.

### Soft Coal Production in Pennsylvania.

Pennsylvania's production of soft coal, last year, amounted to 119,361,514 tons. Of this amount, 77,867,141 tons, or 65.4 per cent, was produced by thirty-eight companies, as follows:

Companies—	Tons.	Employees.
Pittsburgh Coal Co.	11,701,721	16,398
H. C. Frick Coke Co.	11,224,876	15,796
Monon. River Con. C. & C. Co.	4,963,702	7,125
Berwind-White C. M. Co.	4,209,464	5,554
Rochester & Pitts. C. & I. Co.	3,601,564	4,155
Keystone Coal & Coke Co.	3,191,226	3,243
Jefferson & Clear. C. & I. Co.	2,543,666	3,225
Vesta Coal Co.	2,132,071	1,734
Beech Creek C. & C. Co.	2,069,735	2,540
Westmoreland Coal	1,969,611	2,038
Penna. Coal & Coke Co.	1,844,139	8,148
Jamison Coal & Coke Co.	1,823,959	1,629
W. J. Rainey	1,812,445	2,543
Clearfield Bitum. Coal Corp.	1,727,762	2,276
Cambria Steel Co.	1,652,843	1,951
N. Y. & Cleveland Gas Coal Co.	1,637,274	2,026
Washington Coal & Coke Co.	1,610,019	1,296
Pittsburg & Westmoreland Coal Co.	1,430,418	1,585
Somerset Coal Co.	1,377,631	1,921
Ellsworth Coal Co.	1,321,628	1,469
United Coal Co.	1,303,952	1,357
Oliver & Snyder Steel Co.	1,152,006	1,412
Pittsburgh-Buttalo Co.	1,098,464	1,165
Penn Gas Coal Co.	1,064,024	1,155
Rembrandt Peale	846,694	1,214
National Mining Co.	801,075	783
Hecla Coke Co.	796,178	975
Cowanshannock C. & C. Co.	788,120	900
Northwestern M. & Ex. Co.	777,209	1,392
Loyal Hanna Coal & Coke Co.	636,672	939
Youghiougheny & Ohio Coal Co.	636,672	939
Pittsburg & Buffalo Coal Co.	621,563	595
Peale, Peacock & Kerr, Inc.	606,780	926
Great Lakes Coal Co.	598,159	951
Merchants' Coal Co.	589,476	762
Hosletter-Connells. Coke Co.	588,422	1,004
Latrobe-Connells. C. & C. Co.	579,220	1,284
Morrisdale Coal Co.	545,097	945
Totals	77,867,141	100,531

### Foreign Freight Rates.

W. W. Battie & Co., New York, report as follows:

The freight market continues to advance, owing to the tonnage scarcity and the accumulating export coal orders. This scarcity of tonnage is caused principally by the unexpectedly active demand for Black Sea tonnage, and the fact that the time charterers allowed the majority of their charters to lapse some months ago, and steamers under their new charters will not be delivered to them until the latter part of December. The improved conditions in the River Plate have also prevented tonnage from leaving there for the United States in ballast. The Black Sea fleet will probably not arrive here until the latter part of December or early January, and it would seem to us as if the present rates would continue through November and probably through half or all of December.

The only export coal charter during the past week was the steamer Active, 296 tons, registered from Philadelphia to Manzanillo, Cuba, at \$3.

We would quote freight rates by steamer, as follows: \$1.50@1.60 to Havana or Matanzas; \$2 @2.10 to Cardenas or Sagua; \$1.65@1.75 to Cienfuegos; \$1.75@1.85 to Daiquiri; \$1.85@1.95 to Santiago; \$1.80@1.90 to Colon; \$1.90@2 to Port of Spain, Trinidad; \$2@2.10 to St. Lucia; \$1.75 @1.85 to St. Thomas; \$1.90@2 to Barbados; \$1.70 @1.80 to Kingston; \$1.45@1.55 and p. c. to Curacao; \$2.60 to Demerara; \$1.90@2 to Bermuda; \$1.75 to Vera Cruz; \$1.75 to Tampico; 17@18s to Buenos Ayres; 18@19s to Rosario; 17@18s to Rio; 18@19s to Santos; 12@13s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$6.50 and discharged, to Manila; \$6.75 to Japanese ports.

We have taken your paper for a number of years and our candid opinion is that no coal man can afford to be without it. The market letter alone is well worth the \$3.00 a year, and the personal and trade items give the progressive dealer invaluable information and acquaintance.—Beloit Lumber Co., Beloit, Wis.



# The Subterranean Coal World.

Interesting Information of How a Coal Mine is Operated, Which Should Be of Special Value to the Retail Coal Dealer.

Comparatively few retail coal dealers know much about coal mines or how they are worked. Many have not so much as seen a mine, except to the extent of casting a disinterested glance toward its dark entrance or ungainly coal tipple. Despite the fact that they live either over or near vast acreage of active coal lands, few could satisfy a casual inquirer as to what a mine looks like or how the work is prosecuted.

Agreed there is enough on the surface of the globe without prying into what goes on underneath. But considering that all industrial wealth comes out of the earth and especially that the mining industry has always been a potent factor in this city's prosperity, should give the subject of working mines a favorable reception.

Coal mining as to its methods of operation is an engineering enterprise. It has always been such, but with added precision with the improvement of engineering instruments. In early days mining must have been done at random, owing to crudeness of method necessitated by lack of devices. And yet the ancients were successful in extracting great quantities of minerals. It is still, however, a reasonable conjecture that much ore remains in the mines which poured gold and silver into the treasuries of historic empires. However, it may be that the ancients were as proficient in engineering as the delvers of today.

## Mining of the Ancients.

So much is coming to light concerning attainments of people of antiquity, by scholarly research, that it would not be surprising to learn that the inventive genius of today is only reproducing much known to them. What they used as a guide to bearings in mining is not definitely known. It may have been the compass. Investigation has shown them to have established meridians. The great pyramid of Egypt is said to describe a north and south line. Magnetic attraction was known to the Chinese two thousand six hundred years B. C. The compass was used by Chinese mariners in 300 A. D. Chapter twenty-eight of the Book of Job gives an idea of the mining of the ancients according to Conant's translation: "For there is a vein for the silver and a place for the gold, which they refine. Iron is taken out of the dust, and stone is fused into copper. He drives a shaft away from man's abode; forgotten of the foot they swing suspended from men."

While coal is known to have been used in Britain before the invasion by Julius Cæsar, the first record of selling coal is in 850 A. D., when a receipt was given by the abbey of Petersborough for twelve cart loads. Coal was first mined in England, so far as records go, in 1180 A. D. The compass, as we know it, was employed in mine work until the invention of the transit. This instrument, in a sense a highly improved compass, takes the place of its predecessor.

## Queer Ideas About the Transit.

The transit has the appearance of a complicated piece of mechanism, hard to manipulate. In the minds of many it is looked upon as being a revealer of mysterious sights, could their eager eyes have opportunity of peeping through its telescope. It is common, while surveying coal territory, for engineers to be asked how looking through this instrument enables them to see coal. The instrument is conceived of by many as having the magical power of penetrating earth's formations and discovering the location of her treasures.

Coal land is not developed by merely sending men to dig out the mineral where they may chance to find it. Method predominates in all lines, and also in this. A surface survey of the entire tract must be made. As a starting point a true north and south line must be had. Can such a line be found in the vicinity, it is prolonged or "carried over." This is known as the meridian line. But if no meridian has been fixed near enough to be conveniently used, one

must be established by observing the north star. The instrument employed is the transit.

The meridian fixed, the boundary lines of the tract are run and marked by permanent corner stones. Fixing the boundary line is highly important, as a few feet encroachment beyond it may mean illegal appropriation of thousands of dollars worth of coal. Roads, streets, streams, car tracks, buildings, everything within the limits is located relative to the boundary line. A chief feature of the outside survey is the location of outcrop, places where the coal appears on or near the surface. A survey of such proportions, especially when it embraces many thousand acres, continues for years after the mine has been in operation. When sufficient of it has been run, the work of making the opening and taking out coal commences.

## Underground Surveys.

The underground survey is continued from a line of the outside one. In fact the underneath lines are the surface lines lowered in a perpendicular plane to be used as reference for running others at desired angles. Hence operators can ascertain at every turn what spot of surface they are under, the directions in which to dig for coal, and when they have reached the boundary. Moreover, the "cover," or distance between the mine and the surface being known at every point, the undermining of large buildings and paved streets and the accidents which might follow can be prevented. The cover measures anywhere from ten feet into hundreds. There is little danger of a cave-in where it is thick, on account of the usual presence of rock formations.

The mine is opened by slope or shaft. The shaft method is avoided if possible, because of its expense and the disadvantage of hoisting the coal. Even when the mine is accessible by slope, it is sometimes necessary to bore a shaft at some point through which to pump out water, which would otherwise put the mine out of operation. The slope is driven ten or twelve feet wide through the coal, in a straight line if possible, on a grade that will carry cars down by their own gravity. At the same time streets are cut through to the right and left, making cities as large and systematically laid out as Pittsburgh.

## Laid Out Like Cities.

What we call streets the miner calls headings. Our blind alleys are his rooms; our alleys his cross-cuts. There are also streets, known in a mine as air courses, to which there is nothing on the surface to correspond. They run parallel with the headings at about fifty feet distant and are connected with them by cross-cuts. Other peculiarities of the coal mine are the brette and trap. The former is a brick or wooden partition built across headings, air courses and rooms to keep the air from escaping from portions of a mine where it is needed into parts already ventilated or abandoned. The trap is a door hung on hinges, its use the same as the brette. It is constructed across haulage roads. Boys, called "trappers," see that they are not left open unnecessarily. The "trapper" often endures a lonely life. Perhaps but four trains and a few miners pass him during the day. He may be alone for hours, in the dim flicker of his lamp, with nothing to break the silence but a rat, which now and then runs by.

In a big vein the roof is high, enabling the miner to stand erect while digging, with plenty of room to load his coal into the cars. Many rooms are large enough to admit of three to four workmen without retarding each other.

## Engineers Busy All the Time.

The small vein is by no means a comfortable place. Among miners it goes by the name of "tickle-back." The reason is plain when in some places it is as low as eighteen inches, while the average height is about three feet. It is common to see miners winking the pick while lying on the back and side. To ease their posi-

tion, where they can kneel, heavy knee pads are used.

Mining work is continually under supervision of engineers. Not a lump of coal is dug at random. As the work proceeds it is plotted. The underground surveys are drawn on the same map with that of the surface. Not a day but that two to four engineering corps are on the ground. To mining engineering people give little attention, and it remains a matter of curiosity how a survey can be run underground. A mine is surveyed exactly as is the surface. The difference is that where on the surface the transit is leveled over a point, in a mine it is leveled under a point. On the surface where sight is taken to a point on the ground, in a mine it is taken to a point on the roof. Every compartment is run according to certain directions or angles. The idea is to run the inside survey relative to the outside crop survey, so that the coal may be reached and removed to the best advantage. The miner digs according to two points. These points are fixed in the roof about three feet apart. Strings are suspended from them, along which he sights. The points are reset as the miner advances. Thus the engineer, from day to day, traverses the mine, setting up his machine, reading angles, fixing points and hanging plumb-bobs.

If doing these seemingly simple services constituted the round of his troubles one might deem him a happy man and envy him his position. But the unpleasantness of being underground most of his sunlight hours is not his only complaint. Wading through water from knee to waist deep is a common experience for him, even in live workings. But the like are not to be mentioned with his experiences in abandoned workings. These include miles of territory once operated, but out of action for forty or more years. The roof and ribs have fallen so that the way is all but blocked. Heaps of slate and rock, piles of decayed props and other obstructions are to be clambered over. Overhead are hanging rocks weighing tons, one end a foot from the roof, the other just holding, seemingly ready to drop any moment. What pleasant feelings incident to crawling under them!

## Unpleasant Features Are Many.

Then comes a hundred feet with only room enough to squirm through by aid of toes and elbows. Next a pool of water waist deep and with a foot of thick yellow sulphur mud on the bottom, sees him, slimy and dripping, clambering over the rocks on the other side. This is a little of the experience peculiar to the mining engineer.

At noon, when he gathers himself together for refreshment, he thinks neither of soap nor water, but on a pile of rubbish devours in peace the contents of his dinged lunch can. He sits in silence unparalleled even by that of a country graveyard, and hundreds of feet below the abodes of men. Nothing to break the quiet, but, perhaps, the fall of several tons of slate. Seldom is the roof firm. Often tons of crumbling mass rest supported by a single moldering prop. But these weird places being his accustomed haunts, habit has banished fear of impending dangers. All the coal has been taken out of these places except the stumps or partitions between the compartments of the mine. The last work is their removal. As they are taken out the earth sooner or later falls in, and closes forever the once busy mine.

The common dangers of mine workers are not as many as those threatening those above ground. Perhaps the most feared is the "saddle." This is a three-cornered piece of slate or coal which occasionally falls out of the roof. It shows no sign of its presence nor gives warning. They are of such weight as to mean certain death to those upon whom they may chance to fall. Another danger is that of a falling rib. It is caused by the squeeze from the roof. Not often does it catch the miner unawares. He is on the alert for its presence and uses heavy timbers as a prevention.



Black damp is a menace the fatalities of which are often heard. It is a deadly gas, which collects in portions of a mine where the air circulation is poor. Its presence is known by its effect on the lamp flame. The flame leaves the lower part of the wick and burns in a small circle on the top. The light becomes dimmer with the thickening of the gas and finally goes out. Matches are then of no use, it being impossible to strike them. When caught in this plight, unless one is familiar enough with the mine to find his way out in the dark, he is sure to fall a victim.

Remaining in the gas for a short time after the lamp flame threatens to extinguish produces dizziness and finally powerlessness of limb. It is customary among miners to leave a compartment of a mine when they observe the flame "climbing the wick."

White damp is a more destructive agent. Its effect on the flame is the increasing of its brightness, causing it to burn high above the wick. Some may venture their chances with black damp, but none with the white. These gases are seldom found to an annoying extent in live workings. As a rule they are relegated to abandoned workings. Water and smoke, although not dangerous, are not to be overlooked. Smoke is not so much in the way of the miner as the engineer. It is the result of powder blasting and burning poor oil. Often it detains the surveyor several hours to do one hour's work.

### Why Hard Coal Is High.

The state of Pennsylvania practically supplies the entire anthracite requirements of the United States, the annual output amounting very close now to sixty-three million net tons. This large aggregate tonnage is mined in about eight counties of the state; and based on a value of an average of \$2.25 per net ton at the breaker, which is high, this tonnage represents a total value of \$141,750,000.

To show how the cost increases as it takes its course into various channels by which it reaches the consumer, we enumerate briefly some of the items that enter in to enhance its value before it reaches destination.

In its journey from the mines, we will say to Buffalo, it pays a freight of about \$1.75 per ton. Every time a ton of coal is handled, the least charge that will cover it is twenty-five cents per ton, so that at Buffalo there is a twenty-five cent charge for loading it on to the boat. The freight from Buffalo to Chicago is another expense. The unloading on to the dock, storage, interest on the investment and reloading into cars is fifty cents per ton. Then add the freight to destination, the middle man's margin and the margin the dealer should have, and it can be seen at a glance the items that go to make up the cost of a ton of hard coal, all of which is legitimate and not out of reason, and looked at from an unprejudiced view, the item of transportation in every case is the largest—over half the cost of a ton of coal delivered in the dealer's bin.

### Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Mountain Railroad & Coal Co. make the following statement for the week ending October twentieth, 1906, and previously during the year:

	Broad Top.	Cumber- land.	Total.
Week ending Oct. 20, 1906	19,267	28,178	47,446
Corresponding week, 1905	17,198	24,632	41,831
Total for 1906	622,376	901,020	1,523,396
Corresponding period, 1905	550,442	788,498	1,338,940
Total for week			47,446
Increase for week			5,614
Total amount shipped to date			1,523,396
Increase to date			184,456

### Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending October fourteenth, amounted to 163,662 tons, making a total to that date of 4,847,800 tons, as compared with 7,010,732 tons for the corresponding period last year, a decrease of 2,162,932 tons.

Coke tonnage for the same week amounted to 2,331 tons, making a total this year of 55,066 tons, as compared with 68,723 tons for the same period last year, a decrease for the present year of 13,657 tons.

## Terre Haute Has New Coal Co.

A new coal company has been organized under the name of the D. E. Regan Coal Co., at Terre Haute, Ind. D. E. Regan is president, F. M. Dugger vice-president, and John F. Murphy secretary and treasurer. The new concern has contracted for the entire output of the mines of the



D. E. Regan.

Clover Leaf Coal Co., at Cass, Ind., and the Sun Flower Coal Co.'s mine at Dugger, which will give them a daily capacity of 2,500 tons. Offices were opened this week in the Opera House block, Terre Haute, which will be the general headquar-



J. F. Murphy.

ters of the company. It is the intention of this new concern to do a general jobbing business and also to handle sewer pipe and clay products. The principal mines of the company are located on the Indianapolis Southern division of the Illinois Central railway, which will give them an excep-

tional advantage in reaching Indianapolis and the Indiana gas belt markets in addition to Chicago and intermediate towns.

D. E. Regan, the president of the new company, has been a resident and active business man of Terre Haute for the past twenty-five years. He was born at Indianapolis, but removed to Terre Haute and started his business career in that city. He has been identified with several manufacturing ventures which have prospered under his careful and conservative management. He was until recently, president and general manager for the Ayer, McCarell Clay Co., of Brazil, Ind., which built and operated the finest clay plant in the middle west, making faced brick, conduits and hollow fire clay wares of every clay mined from beneath the block coal veins. This plant was sold recently to the Hydraulic Pressed Brick Co., which operates thirty brick plants in different parts of the country. He is new at the coal business, but his past record in other lines assures his success in his new field of labor. Mr. Regan is well-known in Terre Haute and throughout southern Indiana.

John F. Murphy, secretary and treasurer of the new company, has been secretary and general manager of the Kettle Creek Mining Co., operating mines at Sheburn, Ind., for the past two years. Previous to that connection he was resident manager at Terre Haute for the Republic Iron & Steel Co. Up to the time he became general manager of the Kettle Creek Mining Co., his time was employed exclusively in the iron and steel business. His first connection in this line was with the Terre Haute Iron & Steel Co., one of the oldest concerns in southern Indiana. He was with this firm for nine years. Mr. Murphy has a wide acquaintance with the coal trade of the west, especially in Indianapolis and throughout the gas belt.

The D. E. Regan Coal Co. starts out under favorable auspices and there is no reason why it should not build up an extensive coal business.

### Wagon Prices at Chicago.

#### Anthracite.

Grate	\$6.50
Stove	6.75
Chestnut	6.75
Egg	6.75

#### Bituminous.

Smokeless lump	\$5.00
Smokeless run-of-mine	3.75
Hocking lump	4.50
Hocking nut	3.75
Illinois lump, egg and nut	3.50
Indiana lump, egg and nut	3.50
No. 1 washed nut	4.00
Cannel lump	6.25
Smithing	4.50
Screenings	1.75
Gas house coke	5.50

### Nearly Two Million Dollars Taken From the Culm Banks.

The report on the industries of Pennsylvania, which affords statistical proof of the enormous prosperity of the mines and factories, notes that twenty years ago washed coal was unheard of, but last year nearly three million tons of fuel for making steam was recovered by washing from the culm banks which were mere waste a few years ago, but are now being rapidly turned into money. It is this washery coal which is competing with bituminous coal. The anthracite companies complain that bituminous competition compels them to sell their fine coal for less than the cost of transportation, and therefore they ought to be allowed to get a good round price for domestic sizes. But the bituminous competition is with the coal that was lost twenty years ago, and of which \$1,818,062 worth was recovered from the culm banks last year.





## Western General and Personal Notes.

W. E. Cassidy, president of the Weldensia Coal & Coke Co., Lexington, Ky., was in Chicago this week on a business trip.

The White Oak Coal Co. has opened offices in the Union Trust building, Cincinnati, Ohio, with J. C. Wheeler as manager.

D. E. Regan and John F. Murphy of Terre Haute were in Chicago this week on business connected with the recently organized D. E. Regan Coal Co.

A grand jury on October 25th found indictments against thirty coal dealers, members of the Omaha Coal Exchange, on charge of violating the anti-trust law.

J. P. Hussey of the Columbus Coal & Iron Co., Columbus, Ohio, was in Chicago this week on a business trip. Some of the coal men are asking, "Why did he not bring his bride?"

N. W. Reid & Co. have opened an office at 509 North Main street, Jacksonville, Ill., just north of the Wabash freight office. This is done in anticipation of a large winter's business.

H. C. Adams of the firm Jones & Adams, 975 Old Colony building, Chicago, made a business trip this week to the Springfield colliery mine. He is expected to return to Chicago in a day or two.

T. J. Donahue, general sales agent of the Pittsburgh & Washington Coal Co., Farmers Bank building, Pittsburgh, was in Chicago a few days this week on a business trip in the interest of his company.

The Link-Belt Co. has recently opened an office at No. 913 Missouri Trust building, St. Louis. Mr. E. C. Berghoeffer, an engineer of long experience with the Chicago house of the company, is in charge.

H. C. Thompson, general manager of the Waldensia Coal & Coke Co., was in Chicago this week making plans for the production of coke from the mines of the Waldensia Coal & Coke Co., Lexington, Ky.

Extensive improvements of the Birmingham Southern railway, owned by the Tennessee Coal, Iron & Railroad Co., is intended. Equipment is to be added and the road extended and otherwise improved.

Sidney P. Hostler, president of the Hostler Coal Co., Ellsworth building, Chicago, left Chicago last night for West Virginia, where he will endeavor to improve the car situation in the Winifrede district.

Capt. J. C. Beebe, of the Guyan Valley Fuel Co., which company is erecting the immense coal elevators at Sekitan, near North Bend, Ohio, has opened offices in the Chamber of Commerce building, Cincinnati.

The Illinois & Wisconsin Retail Coal Dealers' Association has decided to hold its next convention at Milwaukee on December eighteenth and nineteenth. It is thought that a large number will be in attendance.

An extensive coal shed has been erected at Sparta, Wis., by Mike Koller, who will engage in the coal business in connection with the dray line now operated by him. The shed is located on the Duluth & Iron Range tracks.

So that consumers will have an opportunity of buying coal at the cost of mining it, the Central Labor Union of Knoxville, Tenn., has asked the state to establish state coal yards. The bill is to be drafted and presented to the next legislature.

The Tilton Coal Co. has been organized at Tilton, Ill., by a number of Danville and Tilton citizens. The company will deal in general merchandise, coal, shale and gravel, and is capitalized at ten thousand dollars.

C. W. Talbott, Detroit, Mich., has purchased the retail coal business of C. W. Johnson Coal Co., at Trumbull avenue and the Grand Trunk railway. Several well known Detroit men are associated with him in the enterprise.

O. E. Schoonover, Red Oak, Iowa, has discovered a vein of coal thirty feet thick a short distance from Eagle Lake. The vein is located in township 32, range 17, and it is expected a company will be formed to develop the find.

The Spring Valley Coal Co., 75 Old Colony building, Chicago, report that Messrs. Ryan and Justi have handed down a decision in favor of the company in re the case of the local authorities closing one of the company's mines recently.

The Northwestern Improvement Co., Red Lodge, Mont., is making extensive improvements to its mines at that town, including the installation of modern mining machinery. By the first of the year the company expects to have a larger force of miners at work than ever before in its history.

The Peabody Coal Co., Chicago, which is building a railroad from Pawnee, Ill., to Taylorville, has purchased one hundred and sixty acres of land from Harvey Cose, two miles east of Nokomis, for a consideration of twenty thousand dollars. The company will sink a shaft and locate a town on the site.

Because the Topeka Coal Co., Topeka, Kas., hauls loads of coal weighing eighteen thousand pounds over the paved streets of that city the council has passed an ordinance limiting the weight of a load to ten thousand pounds. It is alleged that great damage is done to the pavement by the heavier loads.

The Coos Bay Lumber & Coal Co. is to build a line five miles from the vicinity of Beaver Hill, Ohio, to South Slough. The line will be built because the Coos Bay, Roseburg & Eastern, a recently acquired Southern Pacific property, is unable to provide a service sufficient for the needs of the lumber concern.

The Illinois state mining board has issued an order to the state mine inspector to visit the mine of the Springfield Collieries Co., where Shot Firers Stratton and Hiscock were killed. An order has been issued to all state inspectors to make investigations in cases where there is loss of life or injury by accident in the mine.

The McLean County Coal Co. has filed a suit against the city of Bloomington, Ill., for \$2,000. The company had contracted to supply the city with coal at a certain price, but owing to a strike of employees, the city was forced to buy its coal in the open market at a higher figure. The suit is a friendly one, started to establish a precedent for the future.

The Burlington coal chutes, Galesburg, Ill., were badly damaged by fire a few days ago. But for the prompt action of both the Burlington and city fire-fighters the entire structure would have been destroyed. The blaze originated from a stove in the sand office, which connects with the chutes and the flames had secured a good hold on the walls by the time the department arrived.

At the annual meeting of the stockholders of the Kellys Creek Colliery Co., Ward, W. Va., it was decided to increase the amount of capital

stock by an additional issue of \$150,000. This additional capital is to be used for the purchase of an additional 150 K. W. Jeffrey electric plant, the erection of new miners' houses, the opening of another mine and the purchase of additional standard railroad cars.

The Youghiogeny & Ohio Coal Co., of Cleveland, is negotiating for the purchase of the three mines and holdings of the Lorain Coal & Dock Co., Cleveland, and the mine and holdings of the Barton Coal Co., of Barton. If the deal is consummated it will make the Y. & O. company the largest coal producer in Ohio and give the company control of over thirty thousand acres of valuable coal land.

Several of the Vandalia Coal Co.'s mines at Linton, Ind., were shut down a few days ago on account of a wreck of twenty loaded coal cars, which broke loose at mine No. 5 and ran into some hand cars. The latter were demolished, but the coal cars were not stopped until they had gone about two miles. Several of the cars were damaged and the wreckage could not be cleared away in time to permit the men to go to work the same day.

Alexander B. Phillips, secretary of the Cross Creek Coal Co., with offices in the Marquette building, has been arrested charged with representing himself to be a federal secret service operative. Miss Alice Donoghue, 4230 Indiana avenue, for whom, it is said, Phillips made the representations in order that she might obtain credit for furniture, and her two brothers were witnesses. Phillips was arraigned before Commissioner Foote and given a continuance for ten days.

At a meeting of the directors of the Northern Coal & Coke Co., held in Chicago recently, a committee was appointed to perfect plans for the building of a railroad from a large tract of coal land in the Big Sandy basin to Ashland, Ky., about one hundred miles. Eugene Zimmerman, of Cincinnati, one of the principal stockholders of the coal company, told the directors he would bond the proposed railroad himself and ultimately seek entrance to Chicago and Cincinnati. Construction will begin as soon as the plans can be completed.

\* The famous case of Hearst against the anthracite railroad and coal companies, charging violation of the Sherman law and of the interstate commerce law, will probably be reopened by order of the Interstate Commerce Commission in order that more testimony may be taken and the case decided under the new rate law.

This statement comes direct from the Interstate Commerce Commission, and in railroad, legal and financial circles is expected to cause something of a sensation. It is thought by those familiar with the testimony that developed in earlier hearings to presage a decision, under the new law, that will smash the anthracite trust.

More than this, it indicates the disposition of the Interstate Commerce Commission to make the most of the opportunities afforded by the new law. Under the old interstate commerce act, even if the charges made by Hearst had been found true, the commission would have had no power beyond making an order to the companies to desist from objectionable practices. It could not prescribe the practices they must follow.

But under the new law this is different. The commission has power not only to order that former practices cease, or old rates be canceled, but to specify the new practices of rules that must be substituted and the new rates that must be charged.



## Leading Coal Markets of the East.



NEW YORK, November 1.—(Special Correspondence.)—The anthracite coal trade shows a continued improvement in all distributing centers. Conditions characterizing it are more propitious than at any time since the mine suspension. The lower temperature and high winds prevailing during the past week have undoubtedly stimulated business, especially at retail, making the demand from this source more pronounced daily. The movement of tonnage from the mines is still retarded by a scarcity of cars, and the situation in this respect is not likely to change for the better for some time yet, with a possibility of it becoming more aggravated as the season advances. The restriction of shipments from the tide-water ports have affected coastwise deliveries quite seriously for ten days past, on account of high winds and storms preventing all craft from leaving harbors, either east with cargo or to return light for the loading ports, causing delays that will be felt later. This had the tendency of accumulating some coal at the shipping ports from a lack of barges to take the coal on arrival, though no excessive amount was received, owing to it being diverted to other localities, when the situation became apparent. Through the increased consumption of the several weeks past, with a greatly reduced tonnage going forward on the business to hand, it is believed that stocks in consequence are becoming very short with all interests, which gives the market a most favorable outlook for a protracted period of activity as winter weather approaches.

### Trade on Line Active.

Heavy shipments of coal for western points are now being urged away beyond the facilities for its movement, owing to the limited equipment in the hands of shippers to enable them to work with advantage upon it. That the tonnage to go west will be short of requirements, when navigation closes is generally believed, as the company stocks at lake loading ports are not large and in instances greatly reduced, with limited shipments from the mines preventing the furnishing of all orders. As water navigation will soon be shut off, it is anticipated that the all rail demand will take on larger dimensions, with a view of getting such additional amounts of tonnage as they may be short of. But it is doubtful if this can be supplied, as the general trade in the east is increasing; with the transportation companies laboring under difficulties at present, it is not seen how it could be supplied later. Orders from line points east of the mines and the New England territory are sufficient to keep all shippers busy, with some reporting to be full up and behind in their deliveries. This class of trade, because of its restricted capacity to carry large stocks, is

always more forward in making purchases, and shows a more regular demand. It is expected that it will develop more business this year than during the past, as the increase for coal by rail in preference to water transportation is very marked, with every reason to give belief for its further expansion.

### Sound and Further East Trade Strong.

The trade at Boston and further eastern points shows a steady supply of orders produced through the greater activity in the retail markets, and has been accentuated by the delay in the arrival of coal expected but was held back by vessels being weather bound. The shoal water ports are the most affected, owing to light craft being required, and these are very scarce, with some balances on contract likely to remain unfilled. The sound is taking a fair amount of coal with stocks greatly reduced. New York harbor has been badly tied up the last week and over, by barges being unable to get around through the bad weather, and things were almost at a standstill. But early in the week some boats were started for the east and others were returned empty from there, relieving conditions somewhat, though still uncertain.

### Bituminous Market Firm.

In the Atlantic seaboard soft coal trade there is a slight improvement, sufficient to take what coal is being produced. A combination of two features, however, has restricted the tonnage movement with a tendency to disorganizing it from which it has not yet recovered. The one probably more important in affecting the supply through a curtailment of the product at all discharging ports in the east, the Sound, and even in New York harbor, by no vessels, barges or other craft being able to shift from the anchors of safety, due to the high and contrary winds which prevailed for over two weeks. This has had the effect of withholding from the consuming trade the amount of tonnage that was provided for it during this period, and much of the coal is still weather bound in cargo or cars at the terminal ports, while some moved out from Hampton Roads on Friday of last week. The situation has, however, not yet been cleared up, and with the delay in loading the congested car accumulation at the shipping piers, taking from three to five days and over to load a six hundred or seven hundred-ton boat, when under normal conditions cargo is taken in twenty-four hours, because of the cars needed being blocked in by the jam, and it will take sometime before it can be straightened out. So far but little coal has been able to reach sound ports, while no vessels light that were stalled there have returned for loading, causing

a great shortage of them in the harbor, which is embargoing shippers at the ports who have tonnage waiting.

### Car Supply Not Improved.

The car situation has shown no improvement from the status of some weeks, in fact, the supply seems to be getting less, with under fifty per cent of what is needed being received on a number of roads. Those transportation companies giving slightly more cars are not permitting any of the equipment to go off their lines to western points on foreign roads, though the demand from there is heavy and not possible of shipment in the quantity desired. This is also true on rail traffic to New England via Port Morris and practically no coal tonnage is moving by these routes, and will so remain while the stringency in cars is a controlling factor, forcing it to go via water or to be held over for a release from present conditions. The export trade is slightly more active, but the increased demand has caused a scarcity of vessel tonnage to make shipments upon, and it is thought that a little later more suitable craft will be available.

### Trade in the East Steady.

The demand from the far east is quite strong. The interruption to water transportation has stimulated this market, according to the delay experienced in the arrival of cargoes at the discharging ports, and where trade is running on short supplies is placing orders for increased quantities for future deliveries, upon which it is urging prompt loading. The sound trade is quite active, and feels more keenly the reduced arrival of coal at these ports recently. The shoal water ports being similarly affected are not unlikely to go short of their usual supply contracted when ice makes, and captains are even now declining to charter for certain ports on the Maine coast, Gardiner and Bangor being among these. New York harbor is showing more activity and prices slightly firmer. Railroads are urging shippers to unload all cars arriving, even when standing only forty-eight hours, and in too few number to make full cargo. All rail trade is good in the local territory and the east. In the coastwise vessel market there is hardly enough to be had in getting the coal forward. We quote current rates of freight from Philadelphia as follows: Boston, Salem and Portland, seventy cents; Providence, New Bedford and the sound, sixty-five cents; Lynn, eighty-five cents; Portsmouth, seventy-five and eighty cents; Newburyport, ninety cents; Saco, ninety-five cents and towage; Bath, seventy-five cents.

## Market News from Buffalo and Great Lakes.

BUFFALO, N. Y., November 2.—(Special Correspondence.)—There has been no let up in the increased orders for anthracite coal during the past week; in fact the demand has materially increased. The shortage of chestnut is becoming apparent and orders for that size are decidedly urgent. One cause for this is the car shortage, which is becoming seriously felt by the anthracite people, as they are unable to keep up with their orders.

Dealers who neglected to take in a supply when box cars were plentiful, are now using the mail, telephone, telegraph and stereotyped letters for their "Please hurry my coal" requests. This shortage of box cars may be still shorter, as it is reported that the railroads entering this dis-

trict have arranged to furnish 2,000 cars for the grain trade. The demand for small vessels for upper lake ports is about closed.

Vessel forwarding for the past week has been moderate, though a few hundred tons heavier than for the preceding seven days. Total shipments for the week amounted to 71,950 tons, distributed as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	19,600	Racine .....	1,000
Superior .....	18,800	Sturgeon Bay ....	600
Duluth .....	11,300	Ft. William .....	2,900
Milwaukee .....	14,300	Toledo .....	3,000
Menominee .....	450		

These figures show a more general distribution than for the previous week.

Continued cold weather has served to maintain a very active retail market and dealers have been pushed to the limit of their capacity in taking care of their customers. They anticipate a brisk trade during the balance of the year.

Conditions in the Allegheny Valley district are practically the same as last week, the supply of cars not being over fifty per cent of the requirements.

There has been a noticeable increase in inquiries for coal in the eastern market. Several of the large railroad companies are beginning to anticipate their winter requirements by ordering a large amount of coal for emergency purposes. These orders are being placed among the larger shippers, which has had the effect of stimulating



prices to from ten to twenty-five cents per ton above the prices asked thirty days ago.

The serious condition of the car supply in the Pittsburgh district is having its effect upon the demand for coal in the Allegheny district. It has been very unusual for Cleveland and other Lake Erie ports sending emissaries to the Allegheny Valley district for coal, but during the past week a number of the large lake shippers from Lake Erie ports have been buying coal for delivery to Erie, Pa., and Cleveland, Ohio.

If the present shortage in car supply is maintained thirty days longer it is going to have the effect of advancing prices to a considerable degree, as with the reduced output of the mines it is necessary for the operator to get at least twenty-five cents per ton more for his coal under present conditions than if the mines were working at their full capacity, in order to bring the companies' price of this coal down to normal conditions; in other words, that coal costing on an average of ninety cents per ton on the Allegheny Valley when the mines are running full would necessitate a price of \$1.15 per ton to bring the conditions upon an equal basis.

Few if any of the operators seriously figure out just what their coal is costing. But if a careful scrutiny of their cost sheets was taken, many

of them would be surprised at the cost of their coal at the present time. Many of the companies made contracts this year upon the same basis as they did a year ago, or prior to the time the advance was made to the miners, and under the increased price of all material going into the operation department of a mining plant, contracts taken this year at ten cents above the prices obtainable last year, will hardly pay the operator for the present increased cost of mining.

It is reported today that several of the railroads entering Buffalo have given orders to stock a considerable quantity of coal, in anticipation of interruptions of railroad service during the winter months.

One of the prominent shippers of this city was today made happy when he received a telegram from Michigan which read: "I am shipping you today twelve crates of prime chickens." He was, however, as quickly disappointed when it dawned upon him that the telegram was intended for a commission merchant who, by the laws of fate, possessed the same family name as himself. With visions of Thanksgiving and its attending festivities floating before his eyes the now unhappy sales agent surrendered the missive to the messenger boy, who quickly departed with a significant grin upon his ruddy face.

The demand for soft coal keeps improving with the advance of the season, while it is also accentuated by the long delay in shipments on the business that had been previously placed. The bad weather on the coast curtailing transportation has had the effect of awakening consumers to the wisdom of placing more orders for longer periods ahead to insure them against any possible shortage in a supply. In the recent transactions consummated full quotations have been obtained and in consequence the market on all standard products is quite firm. The arrival of coal at the Virginia loading ports is still curtailed by the great shortage of cars, with which these regions have suffered for more than a month past, making vessels wait beyond the usual loading days. Some relief was obtained the first of the week by a large fleet of loaded boats reaching the discharging ports, that had sailed from Hampton Roads on October twenty-six. The Georges Creek coals are arriving more freely and the demand for them is strong, with prices at the recent advance. More all-rail coal from Pennsylvania field is coming into the market, and prices are quoted at \$1.10@1.35 at the mines. Ocean freights are firm with the advanced rates well maintained and vessels scarce. We quote to Boston from Hampton Roads, 70@75c; Baltimore, 75@80c; Philadelphia, 70.

## The Philadelphia Coal Trade.

PHILADELPHIA, November 1.—There is a good demand for anthracite coal, due to colder weather and high winds that has resulted in the starting up of fires for heating purposes, which must now show a steady increase from this source. Retailers are doing a large business on the domestic sizes and also report a brisk demand for the steam grades. In fact the fine sizes are inclined to be short with some shippers, owing to the recent curtailment in the production at the mines. The stocks of this product which was carried over the summer by consumers are believed to have been generally absorbed, assuring a good demand for it from now on. With the supplies in first hands being considerably less at this time than has been usual in the past, it is expected that a shortage may occur upon the more favored sizes as the needs for them increase, which would delay shipments on orders to an extent.

Shipments beyond the Delaware capes have been greatly reduced during the past week by vessels and barges being detained by contrary winds and fog, tying up a large fleet in the breakwater. With the continued unsettled weather further interruptions may prevent the movement of vessels to an extent where coal will become short at eastern ports. The delay has already affected the trade at the light draught ports, and may not now be able to get enough forward to give them a full winter's supply, as small craft is short and hesitating to charter for the Maine ice ports. The local and city trade is quite firm, with no change in current prices to be made from the circular figures during the bal-

ance of the season is having a good effect upon the demand.

### Bituminous Market Steady.

The bituminous market is producing about enough business to keep the tonnage moving from the mines on a fairly regular basis. This is about all that can be expected at present with the uncertainty in the car supply available for loading at the mines, especially where it is consigned to foreign roads on all rail delivery. The stringency of the situation has particularly affected the trade with New England, as no cars are permitted to go to that territory, nor will the New Haven road send any cars to the mines for loading, and no relief of any account can be looked for immediately. The shipments to tidewater ports are being restricted temporarily until the vessels that are tied up by weather at them can be moved out and light bottoms arrive for loading. Contracts are taking the larger proportion of the tonnage, though local line business is good and receiving close attention. Prices have shown little if any advance from what has obtained hitherto, and the lower grades of steam coal can be had for a dollar a ton at the mines, while the better varieties are quoting \$1.15 and \$1.20 f. o. b. cars. In the coastwise vessel market there are few bottoms to be had, owing to their being weatherbound, both light and loaded, all along the coast. Rates to the sound are 65c; Boston, Salem and Portland, 70c; Lynn, 85c; Newburyport, 90c; Portsmouth, 80c; Saco, 95c.

## Baltimore Shipping Trade.

BALTIMORE, MD., October 31.—(*Special Correspondence*)—A fairly steady market, with demand and prices both good for the season, characterized bituminous during the past week. There was no gain marked in the matter of prices, Georges Creek being quoted at around \$1.70, with other grades about the same as for the past two weeks. It may be possibly said that some of the lesser fuels showed a slight increase in strength. This would seem to be a natural development in view of the continued brick demand for coke and the prices maintained, the best grades of foundry still demanding up to \$3.80.

Anthracite may be said to be slowly improving. Somewhat more brisk weather has again brought a tinge of life to the situation, which had become quite flat under continued warm temperatures. Within the next two weeks or so there should be some of the real winter article in the weather line, at least in fleeting form, and this will probably stir up the belated householder who has not as yet stocked up his cellar. Steam sizes are in fairly active demand.

### Vessel Supply Better.

An important feature of the bituminous situation is the release of many coal bearing vessels that had been tied up for a quite lengthy period by the severe storm, or rather series of storms, that swept the coast recently. Not only was the outgoing fleet, coal laden, tied up, but vessels that had discharged in northern and southern ports, were unable to put out for return voyages. This condition lasted for nearly ten days, and its end was hailed with delight by shippers, whose business had been seriously retarded by the elements. The Consolidation Coal Co. was one of the principal sufferers at both this end and at Boston. At the latter port the steamer Charles F. Mayer, the tugs Savage and Georges Creek, and a big fleet of barges were kept from going out. They arrived last Sunday and Monday, from a week to ten days behind schedule. At Hampton Roads the tugs Cumberland and Piedmont were unable to go out to sea for an equally long time, with their tows of several barges each.

Other coal vessels held up inside the capes included the tug Buccaneer, with barges, for Providence, and six or seven coal laden schooners southbound.

The Consolidation Coal Co. will shortly receive another of the new steel barges, this one to be known as No. 26. No. 25 is making her maiden voyage north, having been weather-bound with other coal boats in the Delaware breakwater.

The coal laden schooner William C. Tanner, which recently went ashore in Hampton Roads, has been refloated. Her cargo is destined for Mayport, Fla.

Vessels are still quite scarce, and charters are going up slowly, at least on southern quotations. Five to ten cents has been generally added to the list. Boston remains about the same at from seventy to seventy-five cents.

## The New England Trade.

BOSTON, MASS., November 1.—(*Special Correspondence*)—There has been further improvement in the hard coal market at this center, as also the other coastwise ports and the sound trade. The demand is increased materially, with more orders in the hands of shippers than they have been able to transport by water during the week for lack of barges, being tied up due to high east winds, and the situation is not yet entirely cleared. The slight moderation of the wind on Friday of last week permitted a number of light barges, that had been here for some time to be towed back to the loading ports, reaching New York about the first of this week, while a number of cargoes were sent east loaded, but all have not yet arrived.

### The Sound Trade.

The sound trade has been even more affected by delays, except the further east points, where they can be reached by the ocean route, the lower discharging points being more dangerous to navi-

gate. But little coal has reached the Maine ice making points for two weeks, and the uncertain weather may prevent full supplies being sent there before freezing up. The line trade for shipments to the New England territory is still the most active and is sending in all the orders that can be provided for it, being limited to the car supply available at the present. This business is making wonderful strides for greater supremacy and is bound to become a factor in the general trade.

### Demand Urgent.

The demand from the sound ports is urgent, being detained in obtaining the required tonnage for over two weeks, stocks are getting depleted and some anxiety is apparent at the conditions prevailing. The steam grades are very strong at all points, and in instances it is impossible to furnish all the requirements desired of the various sizes. That may hold delivery over for later periods where it is being stocked.



# Eastern General and Personal Notes.

It is reported that Tom Moore Jr., who some years ago was well known and active in the coal trade at New York, has again become interested in the business.

A new railroad, to be known as the Washington, Patuxent River & Drum Point is projected, and incorporation papers have been filed at Annapolis. The road will open up a section of Southern Maryland which has long been neglected.

J. E. Davis, president of the Island Creek Coal Sales Co., New York, left on Friday of last week for Maryland to join a party in a fox hunt. Mr. Davis owns two hunters, and usually takes about two weeks at this season, to enjoy the good old-fashioned sport.

Grant Emmons, of Black, Field & Emmons Co., New York, returned home on Monday from a hunting trip to the Maine woods. He shot several deer and sent home two, his legal allotment, but had a pleasant time, and would have had a moose had it been three days later when he saw it, being then the closed season.

E. P. Collins, who has been connected with the consolidation of the Fairmont & Somerset Coal Companies for the past four years as salesman at New York, has been appointed by the sales department of these companies as manager of the Baltimore office, in the Continental Trust building. He succeeds Mr. Kalkmann on November one.

R. J. Buchholtz, of Buchholtz & Morrell, New York, accompanied by his wife, left on Tuesday of this week for Hot Springs, Va., to enjoy a few weeks' recreation and rest. Mr. Buchholtz has not been away from business all summer and feels that a change of climate will be beneficial, especially as he has just entered into partnership, when increased duties will require his attention.

The Philadelphia & Reading Coal & Iron Co. filed with the Massachusetts commissioner of corporations its statement of conditions, dated August thirty-one, 1906. It places the assets at \$93,918,947, against \$94,431,430 in the previous year. Current assets amount to \$8,037,683 and current liabilities at \$2,344,793. The profit and loss surplus is placed at \$1,369,841, against \$1,471,150 last year.

Judge Holt, who, in the United States circuit court last Friday overruled the demurrer of the Delaware & Hudson Co. to the complaint filed by the Aetna Insurance Co., as a stockholder of the Albany & Susquehanna, will now permit the question to be brought up for trial. The stockholders' claim is that they have not been paid the full compensation to which they are entitled under the terms of the lease to the Delaware & Hudson Co.

A. J. Field, of the Black, Field & Emmons Co., New York, left on Friday of last week for the Maine woods on a hunting expedition for deer, and hopes also to get a moose. He goes from here to Bangor, Maine, where his father resides, who will accompany him with a party and guides, after arranging for the necessary equipment and provisions to go into camp. The trip will be made by railroad to the northern part of the state and from there by wagon to destination.

Announcement was made on October thirtieth by F. W. Wilshire, general manager of sales of the Consolidation, Fairmont & Somerset Coal Cos., New York, that C. von H. Kalkmann has been appointed to the position of assistant general manager of sales of the companies, with offices at Baltimore, effective from November first, 1906. Mr. Kalkmann had been identified with the companies at New York up to early in 1903, when he was appointed as manager of the Baltimore office.

H. K. Myers, Lancaster, Pa., and J. O. Reed, of Phillipsburg, were appointed receivers by Judge Wilson on Friday last week, of the Langdon Cambria Coal Mining Co. The action was taken on suit brought by Carroll R. Williams

and John R. Snyder, counsel for the Northern Trust & Savings Co., of Lancaster, and the trustee in bankruptcy of the Thatcher Coal & Coke Co., intervening plaintiff. The receivers were empowered to carry on the business for three months if they found it advantageous to do so.

President Stevens, of the Chesapeake & Ohio Railway Co., presided over the annual meeting of the stockholders held last week at Richmond, Va. The old board of directors was re-elected and authorized to complete the construction of the Potts creek branch, a distance of twenty-five miles, for which one million dollars four per cent gold bonds will be issued. The directors will meet later in New York to declare the annual dividend. President Stevens would not commit himself that an increase would be made, when asked.

New rules have been issued by the Baltimore & Ohio railroad, the first of the week, for minimizing the emission of smoke from its locomotives. Instructions were issued to engineers and firemen by the general superintendent of motive power, to govern their firing and operation, to produce, not only an economical use of steam and fuel, but in the elimination of dense smoke, especially in passing through cities and thickly populated districts. The rules require that fire must be in good condition when the locomotive starts out on a trip, and the large lump coal reduced to nearly the size of a man's fist and freely sprinkled with water before it is used. Mr. Muhlfeld says the most successful firemen are those who can maintain the working steam pressure within a range of ten pounds' variation with the smallest amount of fuel and the least waste of steam.

A cyclone which swept through the Lackawanna valley of the anthracite coal fields on Saturday night last, blew down three breakers, damaged several more and did considerable injury to many persons, homes, trees and telephone poles. The Exeter breaker of the Lehigh Valley Coal Co., at West Pittston, one of the largest in the valley, was blown down and damaged to the extent of \$100,000. Other losses sustained were the destruction of the Jermyn No. 1, the Ontario, at Peckville, with damages to the Stevens colliery and the Maltby. The total loss, it is estimated, will be close to half a million dollars, forcing an idleness of probably four or five months at the collieries blown down for reconstruction and repairs. Fortunately the men and boys had left the breakers an hour before the storm came and only one man was killed, though there were many injured. Old Forge seemed to catch the brunt of the storm and scarcely a house in the village escaped damage.

Providence dealers seem to be unable to agree on a retail price for anthracite and bituminous coal for winter delivery, and the situation in regard to it is apparently, that no definite conclusions have as yet been reached. It has been customary in the past to raise prices in accordance with the advance in circular at wholesale, a total of fifty cents a ton on hard coal, for the domestic sizes, at about this season of the year. But the figures named on sales so far, range from \$6@7, and while the higher price is being urged by some interests, others claim it can not be maintained in competition with the standard grades of soft coal, which are sold at the summer prices, though the cost upon it has increased and should therefore bear a similar advance. The talk is also to make a uniform price, prevailing last year, when \$6.75 a ton was obtained, with slight discounts to larger consumers, such as hotels, bakeries, churches, greenhouses, etc., and this seems to have met with some favor, though no definite action has yet been taken.

Efforts were made during the week by the Anti-Smoke League, of New York city, in bringing before the board of health experts in the employ of the Edison Co., with the view of suggesting some means of putting an immediate end to the soft coal smoke nuisance. The outcome of the session was that a joint report will be submitted to the board. The league's smoke expert,

William Kent, of Syracuse University, called the attention of the board to the fact that soft coal could be burned without causing smoke if a certain form of construction were followed when the furnaces were built and if certain appliances for stoking were used. The Edison Co.'s experts agreed that this was so, going even further and said that after March first there would be no more soft coal smoke from their power houses, as in the new power house under construction there was to be additional grate surface, which would obviate the difficulty. The ascension, too, of cinders, resulting from the use of hard coal under a forced draught, it was thought, would about the same time. The board of health, however, suggested that something should be done before March, and it was agreed by all interests that if the experts would confer on the matter together some means of stopping the nuisance, or at least diminishing it, could be found. The two experts will study the question and report to the board at its next meeting.

The taking of testimony in the Schooley-Crawford will contest at Scranton, in which more than one million dollars is involved, was suddenly and unexpectedly discontinued on the second day's trial last week, and caused great surprise. Contrary to expectation, Schooley did not call experts in rebuttal in the attack of the validity of the signature to the will, and a decision in the case it is thought will be rendered soon. The other feature produced was the statement of Samuel Parks, of Minetola, N. J., and Joseph Weldon, of Cape May, N. J., who have known Charles F. Riedel, one of the alleged witnesses to the signature of the Schooley will, that Schooley and Riedel were unknown to one another until three months after the will is alleged to have been signed in Schooley's office in Philadelphia. They told of Riedel being introduced to Schooley in April, 1905. Col. L. A. Watres stated as a witness that he had been intimately acquainted with Mr. Crawford in a business way, and knew him to be habitually exact as to figures, and that he possessed a most remarkable memory. C. D. Simson, Judge Willard and W. L. Connell gave similar testimony. This was adduced to show that Mr. Crawford would never dispose of \$300,000 worth of Chicago subway stock when he only owned \$175,000 worth. Counsel for the defense called attention to the fact that the phrase "of which" is used improperly in the alleged will, and that Schooley himself used it that way when on the stand.

E. Forrest Powell, New York, manager of the Pennsylvania, Beech Creek & Eastern Coal Co., has issued an announcement that he has resigned his position with the above company, effective October. The announcement further states that a co-partnership has been formed to operate under the trade name of E. Forrest Powell & Co., with offices at 309 Whitehall building, New York, and will handle high grade anthracite and bituminous coal, furnace and foundry coke. The company is effective from November one, and has commenced doing business with Mr. Powell as the managing partner. Mr. Powell has been well known to the trade, both at New York and Philadelphia, through a long and prominent connection in the sale of high grade coals. He started in business with John C. Scott & Sons in 1889, remaining with the firm ten years, when it was sold to the Webster Coal & Coke Co. During these years of association he obtained a wide experience in the different departments of the trade, serving for a considerable time at the mines to secure a technical knowledge of the process of mining, acting also as salesman and assisting in the office duties. Later in his employment he was appointed assistant to Mr. Scott. On the new company becoming effective Mr. Powell continued his association at Philadelphia until February, 1901, when he opened the New York offices for the company, and was made the manager of it. Serving through the several changes of the organization gave opportunity of knowledge that will aid in the development of the new firm. Arrangements have been entered into for handling a high grade bituminous coal from Cambria county.



# General Coal and Coke News.

The Stilfield-Young Coal Co., Moline, Ill., has filed an amendment to its charter changing its name to the Stilfield Coal Co.

L. P. Gibbons, of Dunmore, Pa., has leased fifteen hundred acres of coal land in Edmonson county, Ky., and is opening mines at Bee Springs, near the Nolin river.

The bank-head and machine shop of the Dominion Coal Co.'s Reserve mine at Sydney, N. S., have been destroyed by fire. The loss is estimated at about \$6,000.

The employees of the Henry C. Frick Coke Co., Everson, Pa., have organized a beneficial association, the members of which will receive sick, accident and death benefit.

Owing to the extremely cold weather the recent convention of Southeastern Retail Coal Dealers' association, held at Atlanta, Ga., was not so well attended as had been anticipated.

Several buildings of the Marine Railway & Coal Co., at Alexandria, Va., were recently destroyed by fire. The loss is estimated at five thousand dollars, partially covered by insurance.

A contract for the purchase of 180,000 tons of coke has been made by the United States Steel corporation. The contract is let to independent coke makers and calls for Connellsville coke at \$3.10 per ton.

The Georgia Coal & Iron Co., owning extensive coal and coke operations in northern Georgia, has been purchased by the Southern Steel Co., of Birmingham, Ala. The consideration was two million dollars.

An investigation is being made by the Interstate Commerce Commission as to the relationship of the Southern railway to the coal mining industries in the Tennessee-Kentucky coal fields along the system.

Owing to the scarcity of cars the shipments of coke for the past two weeks from Scottdale, Pa., have suffered a loss of five thousand tons. Production in the coke fields, however, is keeping well up to the limit of the region's capacity.

The large new power house of the Tennessee Coal, Iron & Railway Co., at Ensley, Ala., is to be torn down and rebuilt on another site. The company has decided to erect a large steel plant on the property now occupied by the power house.

The John R. White & Son Coal Co., of Providence, R. I., is constructing a modern coal pocket on Allen avenue, which will be one hundred feet in length and sixty-five feet wide. The material used in construction is re-inforced concrete.

Charles R. Bachman, connected with the Le-high Granite Brick Co., and the largest wholesale coal dealer in Allentown, Pa., has made a voluntary assignment. No statements have as yet been given of Mr. Bachman's assets and liabilities.

A report recently issued by the Geological Survey regarding the timber used in Pennsylvania anthracite mines, shows that over seventy million feet of hemlock is being used at the present time, yellow pine, sixty-nine million feet, and oak, forty million feet.

The production of coal in the southern states for the past twenty-five years has increased from 6,175,000 tons in 1880 to nearly eighty million in 1905. The production of the entire United States has increased from forty-three million to over 315,000,000 tons.

Seven men were killed and two seriously injured as the result of a recent explosion of gas in the Millcreek end of the Cambria Steel Co.'s mine at Johnstown, Pa. Just who was responsible for the disaster is not known, but it is thought it was caused by a "windy" shot.

The Northern Coal & Coke Co., Chicago, has appointed a committee to perfect plans for the building of a railroad from a large tract of coal land in the Big Sandy basin of Kentucky to

Ashland. The road will be one hundred miles in length and construction is to begin as soon as plans can be completed. Eugene Zimmerman of Cincinnati is the principal stockholder.

The square rigged ship *Dirigio*, which loaded a full cargo of coal at Curtis bay for the Mare Island navy yard, sailed during the week on her long voyage around Cape Horn. On this trip to 'Frisco the ship will have to travel 12,000 miles.

The mines of the Royal Coal Co., located in Hopkins county, Kentucky, have been purchased by the Chesley Coal Co., Louisville. The consideration paid was \$175,000. The Chesley Co. has also increased the amount of its capital stock from \$60,000 to \$200,000.

J. F. Healy, of Thomas, W. Va., who has been with the Davis Coal & Coke Co. for the past five years as manager of its mining property in the central West Virginia field, has resigned his position to accept the general management of the Davis Colliery Co.'s mines.

Congressman Wright has purchased from the Shohola Falls Co., Ltd., for the Pennsylvania Coal Co., a block of 8,200 acres of timber land in Monroe county, Pennsylvania. The consideration was \$200,000 and fifteen years is allowed in which to remove the lumber.

The commission appointed by Governor Dawson of West Virginia to draft new mining laws to be submitted to the next legislature for enactment, has about concluded its labors. It is reported that a number of important changes are to be recommended in the present laws.

At the recent meeting of stockholders of the Norfolk & Southern railway and the Virginia & Carolina Coal Co., held at Norfolk, Va., the two companies were consolidated. The stockholders also authorized an increase in the amount of capital stock from two to three million dollars.

The coal mine at Saginaw, Mich., which is owned by the workmen who operate it, has been declared a success. The company was established one year ago, and as every man is personally interested in the welfare of the concern there have been no strikes or other labor troubles.

The Bland Iron & Coal Co. has been organized at Bland, Va., for the purpose of developing immense mineral deposits in Bland county. The officers of the new company are S. W. Williams, president; S. W. Williams Jr., vice-president; A. R. Porterfield, secretary, and Fulton Kegley, treasurer.

According to testimony of N. W. Taylor, general western freight agent of the Vandalia railroad, given in the governor's injunction suit against the terminal monopoly at St. Louis, Mo., the freight rate on all coal shipped from Illinois mines to St. Louis, is fixed by the St. Louis Coal Traffic Bureau.

The company which is headed by S. W. Gebo, Thermopolis, Wyo., and which made a \$100,000 purchase of coal land twelve miles north of that city recently, is now developing the property on a large scale. As there is no railroad yet which touches this property, it will be some time before shipping is done.

The annual report of R. C. Blair, chief of the Bureau of Industrial Statistics of Pennsylvania, has just been made public. Among other things it shows that the year has been remarkably free from strikes and lockouts. The aggregate wages paid to employees in the mining of anthracite coal is given as \$87,178,257, as compared with \$77,624,281 in 1903.

President F. H. Goodyear, of the Buffalo & Susquehanna Coal & Coke Co., has issued an order to the effect that Charles P. Munch, who for a year has been general superintendent of that company's operations in the vicinity of Du Bois, Pa., will hereafter be the general manager. Mr. Munch's headquarters will remain in Du Bois. This promotion is a recognition of the su-

perior executive ability of Mr. Munch and will be a source of much gratification to his friends.

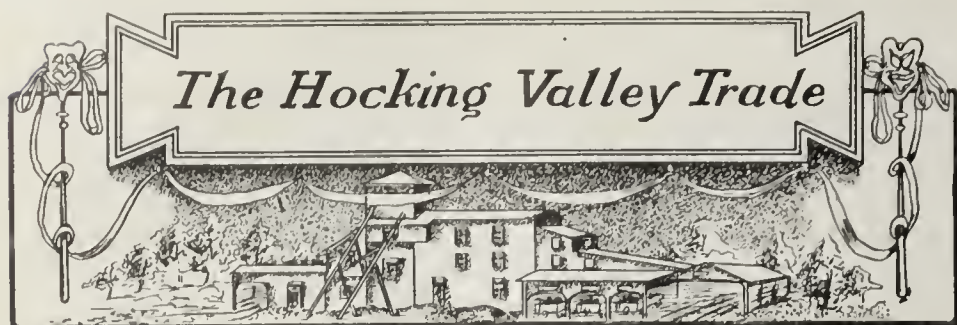
At the annual meeting of the United States Coal & Oil Co., held recently at Portland, Maine, the following directors were elected: E. R. Andrews, F. W. Batchelder, Henry A. Belcher, Edward A. Clark, William A. Coolidge, Benjamin D. Hyde, H. S. Kimball and C. A. Hight of Boston; Albert F. Holden, Cleveland; Z.T. Vinson, Huntington, W. Va., and G. Henry Whitcomb, of Worcester, Mass.

James B. Hogg, of Uniontown, Pa., county surveyor of Fayette county, and a pioneer and prominent man in the developing of the coal and coke interests of western Pennsylvania, has been honored with an election to membership in the American Society of Civil Engineers, the foremost technical society in the United States. Mr. Hogg is the only engineer in the Connellsville coke region who has been honored with membership in this society. It was largely on the record he made in railroad construction in the west that Mr. Hogg gained this honor. He spent fourteen years in the state of Washington and built ten miles of the heavy construction of the cascade division of the Northern Pacific railroad. Mr. Hogg's home is in Uniontown, where he resides in a handsome house, with spacious grounds surrounding it. He is a member of the firm of Hogg & Porter, civil engineers, having offices in the First National bank, at Uniontown, and branch offices located in the First National bank of Connellsville, Pa.

Philadelphia has long been considered the principal market for coal in this country, owing to the centralization of railroads there and its contiguity to the coal fields. But Baltimore also enjoys many advantages which bring this trade to her doors. The low rates for port charges, which include towing, dockage, wharfage, etc., make this port especially popular with the ship-owners. A considerable portion of the bituminous coal received here for export is taken to the Curtis Bay coal piers, which are considered models in their line. Much coal is shipped from this port under government contracts for Uncle Sam's possessions in the far east, and the city also has a large coal trade with Cuba, the Argentine Republic, Brazil and Mexico. Frequent shipments are also made by water to San Francisco. The trade with Mexico seems to be going steadily. A number of big Mexican shipments have been recorded recently. One of the last steamships to clear was the British vessel Sansend, with 5,920 tons for Vera Cruz.

An important addition to the Northern Pacific railway shops and to the industries of South Tacoma, Wash., is a new briquetting plant now being installed in the south end of the shop yards. It is being built by the Northwestern Improvement Co. for the purpose of utilizing coal dust, which forms a large percentage of the product of the western mines. The company, as is well known, is a Northern Pacific railway corporation, and owns and operates the numerous coal mines which supply the system with fuel. Montana furnishes the middle and eastern divisions, while the western end of the line is supplied with coal from Roslyn, Cle Elum, Melmont and Wilkeson. With the exception of the first, all of these coals are very friable and in mining and handling produce much dust. The plant now being installed is small and somewhat in the nature of an experiment and will later be much enlarged if the process is found successful. Some bonding substance will have to be found for holding the dust together. There are several of these in use in other parts of the country where briquetting is practiced, but different coals require different treatment and the South Tacoma plant will be used first for determining which method is best in each case. The dust is first passed through a retort and heated to a high temperature. After being mixed with the bonding substance it is run through the press which is somewhat similar to a brick machine. The one at South Tacoma weighs eight tons and is a very solid, substantial machine. It was built in Denver, Colo.





COLUMBUS, OHIO., Oct. 31.—(Special Correspondence.)—Small premiums for spot coal are being more freely offered than last week, with the prospect of still heavier bidding. Prices will remain at two dollars for the next two weeks, at least, no advance having been made on November first, as was anticipated in some quarters. The general sentiment was against any further increase at this time, and there is a possibility that present quotations may continue to prevail for the remainder of the year.

Actual selling prices will depend upon the rivalry of dealers and consumers for the product and that in turn is contingent upon the weather. In the opinion of prominent coal authorities there are likely to be some spectacular developments in the market should the country at large be booked for an old-fashioned winter.

#### Car Shortage Not Improved.

The car situation appears to be steadily growing worse, without hope of material relief after navigation closes, as the incompleting contracts in the northwest will make a heavy draft upon rolling stock after it is no longer possible to ship by lake. One of the big companies states that it has only got up about fifty per cent of the tonnage required. It is semi-officially stated that average car shortage for the Hocking Valley during the past week has been forty-five per cent and for West Virginia thirty-five per cent, but many operators report a much greater scarcity. Mines located on the Kanawha & Michigan appear to be fearing the best at the present time, probably due to consignments of new cars which are now being received from the shops.

The most marked feature of the steam trade is the demand for slack, which continues to grow heavier, touching the full circular price of eighty-five cents. It is reported that one of the larger companies will no longer quote it, on account of being unable to fill orders.

#### Doings Among the Ko-Koals.

A fine representative body of Columbus coal men, augmented by a number of operators and dealers from adjacent points, were initiated into the mysteries of the Order of Ko-Koal, at the Chittenden hotel, this city, on the evening of the twenty-sixth inst. The class consisted of forty-nine candidates, ten others who had made application being unavoidably detained.

The initiatory ceremonies were in the hands of Clem Hicks, of the Susquehanna Coal Co., Erie, Pa.; O. P. Rank, of the M. A. Hanna Co., Cleveland; Frank Koehne, of the General Hocking Fuel Co., Columbus; Thomas Haskett, of the Chaffin Coal Co., Chicago; Arthur M. Hull, Pictor of the Order, Chicago, and Ford R. Cate, secretary of the Ohio Wholesale and Retail Coal Dealers' Association, of Columbus. C. M. Anderson, of the Anderson Coal Co., skout for Columbus, had general charge of the koruskation.

These gentlemen were ably but rather hesitatingly assisted by W. J. Hamilton and A. S. Tingley, prominent Columbus coal men, who were made exclusive consignees of all the trouble that was supposed to be coming to the entire crowd of novices. The koruskation was followed by a fine buffet lunch and smoker, the latter being enlivened by a good musical program. Each person present received a handsome souvenir. The affair was an entire success from every standpoint and reflected great credit upon those who brought it about. It is

felt that Columbus now has as warm a bunch of boosters as any city in the country. Following is the list of the initiates:

C. B. Duffy, J. F. Russell, R. E. Smith, L. M. Breedon, A. B. Wilson, L. P. Ecker, C. E. Leslie, A. G. Simons, Jno. Carding, P. J. Briggs, Z. Brewer, A. W. Marshall, E. J. Reinke, D. H. Forbes, H. E. Mills, Chas. Cohenour, R. I. Teggardin, Thos. J. McLeish, Wm. S. Connor, W. F. Upson, A. V. Grossman, Jay Gaines, C. C. Johnston, H. C. Ensign, G. D. Preston, Frank W. Smith, Jno. Henderson, J. W. Blower, C. N. Thompson, L. J. Smith, A. P. DeVennish, C. T. Herther, A. S. Tingley, Wm. F. Vogele, W. A. Gipson, D. D. Davidson, S. M. Comley, F. S. Brooks, W. B. Jackson, E. F. McManigal, W. L. Timmons, J. B. Hussey, W. J. Hamilton, E. B. Graham, Ray Lovell, A. Brenholts, E. B. Hughes, S. F. L. Dean, H. D. Freeman, F. A. Prendergast, H. A. Forsythe, A. J. Anderson, S. A. McManigal, L. R. Doty, R. G. Hutchins, W. K. Field, E. D. Carr, S. H. Foster, E. M. Poston.

#### General Trade News.

J. S. Lorrimer, of Detroit, paid Columbus a visit early in the week.

Harry F. Tate, a well-known coal man of Kokomo, Ind., was in town on Monday.

J. J. Kelley, of the E. J. Corbett Co., Detroit, was among Columbus visitors this week.

F. W. Smith, of Straitsville, Ohio, was one of the out-of-town coal men in the city last week.

E. E. Learned, of the Peabody Coal Co., of Chicago, was calling upon the trade here during the past week.

Wm. Job and James McDonald, of the Inter-State Coal & Coke Co., Chicago, were here on business last week.

Judge L. F. Young, of the Peoples' Coal Co., Springfield, Ohio, was a caller at operators' headquarters a few days ago.

John Henderson, vice-president of the Washington Fuel Co., was called to Saltillo, Ohio, on Monday by the death of his sister.

C. J. Andrews, of Detroit, northern sales agent of the Sunday Creek Co., was a caller at the general offices of the latter on Tuesday.

The Columbus & Hocking Coal & Iron Co. has just received from the Ralston Steel Car Co. the first installment of a line of private coal cars which the former propose to add to their facilities. The cars are of fifty-ton capacity, of the new side-dump pattern.

The action of Jacob Rapp & Co., retail coal dealers, against the Norfolk & Western railway in the matter of switching charges has been withdrawn, the railroads, it is claimed, having agreed to modify their rules in regard to transferring cars from one line to another.

J. F. Russell, traveling salesman for the Eagle Coal & Coke Co., has received the desired promotion as manager of sales for that concern, taking effect November first. Mr. Russell has been on the road for the past five years, having formerly been with the O'Gara Coal Co., of Chicago, and has a wide circle of friends among the trade.

The Hocking Coal Exchange, mention of whose change of ownership was recently made, has removed from the Philadelphia building to the fifth floor of the Capitol Trust building. Articles of incorporation are being prepared in the name of the Hocking Coal Exchange

& Mining Co. J. P. Commiskey, the well known Detroit coal man, is to be president.

W. S. Connors, of Columbus, member of the firm of M. A. Suydam & Co., has been elected to the executive board of the Ohio Wholesale and Retail Coal Dealers' Association to succeed C. B. Jenkins, of Marion, resigned. The choice is considered a very fine one, as Mr. Connors is well and favorably known to the trade through his extensive jobbing and retail experience.

The executive council and board of directors of the Ohio Wholesale and Retail Coal Dealers' Association met at the office of Secretary Ford R. Cate, in this city, on Friday of last week. During the afternoon they held an informal conference with the State Railway Commission on matters affecting the interests of their constituency, particularly the short-weight question. It was the sentiment of the coal men that remedy lies in demanding a bill of lading with each car, and if this is refused, or if the railroad fails to make settlement in accordance with the same, that the matter should be placed in the hands of the commission.

Last week it was reported in this column that J. W. Blower, general manager of the Hisylvania Coal Co., was appointed by the court as receiver of the Sedalia Coal Co., at Gloucester, Ohio. This was a very unfortunate error. The writer had reference to the property which has been known as *Sedalia mine*. The following from our issue last week will explain the true status of this affair:

"The Sedalia Coal Co., Old Colony building, Chicago, have not been involved in any way in the financial troubles that have overtaken J. Will Smith since he purchased the Sedalia mine at Gloucester, Ohio. The Sedalia Coal Co. sold their property at Gloucester last June to Smith and it seems he immediately mortgaged the property for all it was worth and left about a month ago for parts unknown. J. W. Blower, general manager, Hisylvania Coal Co., has succeeded W. J. Hamilton of Columbus as receiver for the mine. Every indication points to the disposal of the property at private sale and it is hoped to realize enough money to satisfy the creditors. The Sedalia Coal Co. holds a first mortgage on the property for ten thousand dollars."

A. B. Willson Jas. A. Henchey C. S. Binns

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Pocahontas, Youghiogeny, Thacker, Hocking, Capitol Splint and Westmoreland Gas Coal, Foundry, Furnace and Domestic Coke

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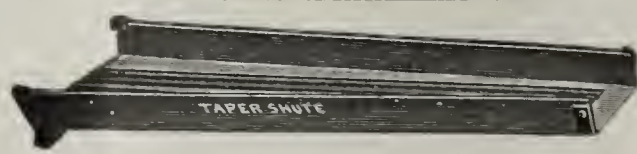
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Manufactured by the Sackett Screen Co., Fredonia, N.Y., are first class, are exactly as represented and are extremely modern.

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A. ERNEST WASHBURN, Gen'l Manager

### Kanawha and Ohio Fuel Co.

Miners and Shippers of  
**COAL and COKE**

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Mine 31. —Shafer Mine

### New York Coal Co.

General Offices  
Columbus, Ohio

C. W. Thompson, Secy-Treas.

Detroit Office: 88-90 Griswold Street  
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Miners and Shippers

### Superior Thick Vein Hocking Coal

Our Leader:—"Manhattan"  
lump rescreened, prepared  
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Steam users will find our coal superior and our shipments regular and satisfactory. Write us for prices.

### Sunday Creek Company

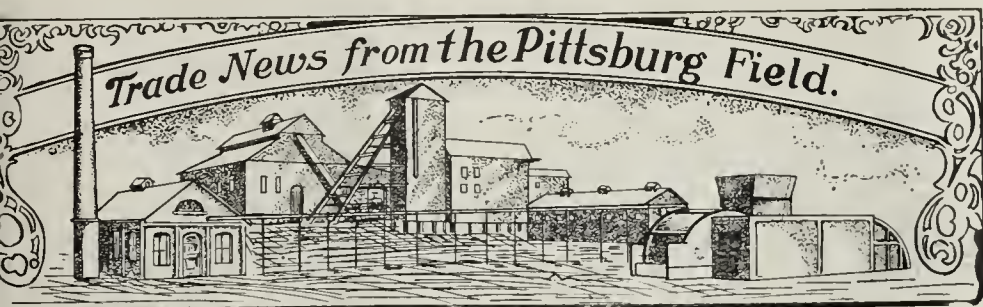
PRODUCERS

Sunday Creek  
Hocking Coal  
Kanawha Splint  
Steam and Gas Coal

General Offices:

OUTLOOK BUILDING  
COLUMBUS, OHIO





Office of THE BLACK DIAMOND.  
Pittsburg, Pa., Nov. 3.

The coal and coke industry at Pittsburg is at present, as far as prices are concerned, at a very high tension. Much interest and considerable anxiety is displayed regarding the change that is looked for in the near future. The opinion of many who are in the business is, that present prices cannot be maintained much longer. It is almost an impossibility unless you stand in with the proper concerns to get orders for any heavy supply filled without waiting an unusually long time. The mines in the district are all busy and the record of the ovens in the Connellsville and nearby sections is, that they are all working to their fullest capacity.

#### Mining and Politics.

The last of the labor troubles has been settled and we know of no other disturbances in the region. Both operators and men seem to be imbued with the fact that present conditions are too good to take any chances in even an attempt to disturb them. The only thing that is detracting at present from the great interest taken in coal mining is "politics." Many of the more intelligent miners are deeply interested in politics and some of them are actively at work on the "stump" instead of in the mine. Shipments by rail of both products are exceedingly heavy. The supply of cars continues to be unusually scarce; especially is this true regarding box cars for coke shipments. An unusual degree of activity has been developed in what is known as the Ligonier section, and a number of new mines have been opened up which are producing a fine quality of coking coal; many new ovens are also in process of erection. Attention is called to a news item in this department regarding the attitude of the United States Steel Co. in buying coke in the open market. Reference was made to this matter in a recent issue of the BLACK DIAMOND, but it is so important a question and such interest surrounds the action of this great corporation, that we call especial attention to it again.

#### Demand Greater than Supply.

The demand for both coal and coke is still much in excess of the supply. Orders are being placed freely for future delivery and at prices that almost seem marvelous. The large producers are sold up and have no stocks with which to supply immediate orders and some of them are exceedingly reticent regarding booking orders for future delivery. Run-of-mine coal is quoted at \$1.50 per ton f. o. b. the mine. This is a pretty stiff price and is fifteen cents higher than the ruling quotations of last week. Three-quarter inch is listed at \$1.05@ \$1.15 per ton f. o. b. the mine. This is ten cents higher than the ruling price of a week ago. Lump coal is selling at \$1.90 per ton f. o. b. the mine, and we are advised of sales that were made two days ago at \$2.00. This is thirty cents per ton higher than the prices of last week. Slack, which heretofore has been higher proportionately than any other grades, has not increased along with the advance on the other kinds of coal. Prices of slack are \$1.00 and \$1.10 per ton f. o. b. the mine, which are about the same prices asked a week ago.

#### Coke Market Strong.

The coke market shows but little change from the situation of last week. The demand is still greater than the supply and producers are extremely conservative both in quoting prices and in booking orders for present or future delivery. Furnace coke is selling at \$3.35

@\$3.50 per ton f. o. b. the ovens. Foundry grade is selling for \$3.90@ \$4.00 per ton f. o. b. the ovens, with both grades these prices refer to present delivery. The words "present delivery" are almost a misnomer, as the principal new business being done at present is in the booking of contracts for future shipments for which product prices vary considerably and in many cases it is impossible to get heavy producers to give out information along these lines.

#### Retail Coal and Coke Trade Active.

A new list of prices now rules the trade which we herewith append: for domestic and lump coal, in short hauls, in one hundred bushel lots, the price is 10½¢; in fifty bushel lots, 11¢; in twenty-five bushel lots, 12¢. Anthracite coal in short hauls is selling for \$6.50 per net ton; at the yard the price is \$5.75 per net ton. Coke for domestic use in two-ton lots is selling at \$5.50 per ton delivered and small lots are bringing \$6.00 per ton delivered. Contract orders for coal for stoker use quoted as follows: Run-of-mine, 7½¢ per bushel; lump, 8½¢ per bushel; slack, 6¢ per bushel. It is anticipated that there will be an additional rise in price of all kinds of fuel at retail of ½¢ per bushel in the near future.

#### Large River Stock.

The stock of coal in the river harbors at present is one of the largest that has been stored there for a long time, and when the proper rise occurs in the streams there will be sent out some of the heaviest shipments that have ever left the city.

It is needless to state that everybody who has any interested connection with the coal and coke trade are pleased with the present state of affairs in the Pittsburg district. If money is not being made it surely is not the fault of a lack of orders or a ruinous price for the product.

#### GENERAL AND PERSONAL NOTES.

At the Glen Eastern plant of the same company, located at Moundsville, W. Va., a modern electric plant will be installed. Elliott & Baton, mining engineers of Pittsburg, are now taking bids for this work.

The Old Colony Coal & Coke Co., of Pittsburg, are making extensive improvements to their plants. At Old Colony No. 2, at Ligonier, Pa., the foundations for the new tippie were completed last week and the erection of the tippie has been started.

Up to the present time the movement for opening new coking coal fields has been only in its inceptive stage. A few developments have been started, such as was noted in THE BLACK DIAMOND recently, when the Jones & Laughlin Steel Co. gathered in thousands of acres of Washington county coal land for this purpose.

Mr. B. H. Schewe, secretary of the Old Colony Coal & Coke Co., has just returned from a trip to the mines at Ligonier, Pa. Since the reorganization of the office force of the Old Colony Co., Mr. Schewe has had some additional duties placed upon him, and is kept busy looking after the growing interests of the concern.

The Union Trust Co., of Pittsburg, has filed answer to the suit of the Pittsburgh Coal Co., the action being to regain possession of \$77,121, which had been paid to the bank on a mortgage and to have the court prevent further collection. The trust company says that

the money was collected legally and asks a dismissal of the suit.

The Adah coke plant, near New Haven, Pa., has been sold by I. W. Semans and R. W. Dawson to Uniontown and McKeesport parties for \$50,000. The purchasers have formed the Adah Coke Co. with these Uniontown men as officers: McClellan Leonard, president; J. A. Strickler, secretary, and R. W. Dawson, treasurer. The plant includes forty ovens and fifty-four acres of coal.

The insurance companies have asked a new trial of the cases wherein A. Overholt & Co., of Pittsburg, were awarded the full amount of their policies for loss by the fire at the Broad-Ford distillery last November. The Overholt distilleries are owned by the Frick & Mellen interests of Pittsburg. The court awarded the full amount of the claims made, which were considerably over \$400,000.

Hon. George F. Huff, republican candidate for congress from the Westmoreland-Butler district, is making an earnest and active canvass among the workmen of the coke regions for votes. The outlook is that Mr. Huff will win out with a handsome majority. The coal and coke workers are with Mr. Huff in his fight, and they say that their "boss" will win out, or they will want to be shown why he can't.

In a recent issue of the BLACK DIAMOND the name of Mr. J. L. Good was printed J. L. Grace. This was an error of the printer, who was not able to decipher the hurried penmanship of the Pittsburg representative of the paper. Anybody and everybody who have had any dealings with the Pittsburg-Buffalo Co., of Pittsburg, knows, or should know, that Mr. J. L. Good is their traffic manager and superintendent of transportation, and, in addition to this, is the one above all others that the newspaper boys desire to meet.

Anticipating a famine, all dealers in the vicinity of Connellsville, Pa., have increased the price of coal one cent per bushel. Two weeks ago lump coal was selling at five cents a bushel at the mine; slack was selling at three cents and run-of-mine at four cents. The old saying that "shoemakers' children are always barefooted" is particularly applicable to the coal region at Connellsville. It is said that the coal producers harbor carefully the entire output of the mines, claiming that they realize more on it by

shipping it away, and they have but little desire to supply the wants of the consumers at home.

Francis L. Robbins, chairman of the board of the Pittsburgh Coal Co., is a busy man these days. In addition to his duties with the coal company he is devoting a large part of his time to aid the republican nominees of the state of Pennsylvania to place their men in office. On Saturday last Mr. Robbins presided at the monster meeting held in Pittsburg, at which gathering Senator Philand C. Knox was the principal speaker. On Monday evening of this week Mr. Robbins presided at the Knox-Moody meeting held at Philadelphia.

It is announced in the press that the strike at Hite Station, Creighton and vicinity, which has been on for a number of weeks has been broken and that the men are returning to work. Of the one hundred and eighty-five men employed at the Creighton mine of the Pittsburgh Plate Glass Co., one hundred and thirty have gone back to the employ of the company, and over one-half the men are back at the McFitts-ridge Bros.' mine. At the Cornell Co. mines work was resumed the first of the week, the United Mine Workers offering no opposition. The result of these matters is regarded by the west Pennsylvania operators as a decided victory.

The Engineers' Society of Western Pennsylvania made a trip to Conneaut

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Harbor, Ohio, this week, to inspect the coal and ore docks at that place. One of the machines that excited great interest was for unloading coal from cars. The cars come along at about the rate of thirty an hour and enter on a piece of trackage somewhat resembling a railroad scale. The car then is lifted bodily by machinery and turned upside down, the contents falling into a chute leading to an ore-carrying vessel. The car then is placed on the track by the machinery and moves by gravity into the yards, ready to be sent back to Pittsburgh loaded with ore.

The Pittsburgh & Lake Erie railroad has begun one of the first practical efforts on the part of any local railroad to do away with the smoke its locomotives now spread over the city. Commencing this morning the railroad company will install special coke burning locomotives for service within the city limits, as far as McKees Rocks yards.

This idea is but one that the company has in view. It will be tried out, however, with the hope that during the experiment something may develop that will show how such a plan can be worked on a practical basis and so eventually do away entirely with coal-burning engines inside the city.

Efforts are being directed by experts to reduce the ratio of coke consumption in blast furnaces to the ton of iron produced. The installation of the Gayley refrigerating process has had a signal effect on the matter. But in spite of all such efforts, it has become known that at the present time the Connellsville coke production is scarcely three-fifths of the net tonnage of pig iron. In other words, the coke produced is less than 1,200 pounds to 2,000 pounds of iron, while the lowest ratio of coke used in a blast furnace has been 1,800 pounds to a ton of iron. This discrepancy has to be made up with a

use of other than the pure Connellsville coke, and consequently must affect more or less the iron that is turned out.

Nothing has so started the iron and coke trade of the country as the announcement that the steel corporation has at last been forced to go into the open market for the augmenting of its coke supply. The mere deal for outside coke is not what has aroused the surprise, but rather what is back of it. From statements from high authorities, it is learned that with the steady increase in production of pig iron the demand for coke has increased with a like ratio, but that the ability of the present coke producing territories to supply this same ratio of increase has been slowly falling backward, and now the problem has been forced upon the trade to seek some new coke fields.

An invention that will revolutionize the manufacture of coke was officially

adopted this week by the W. J. Rainey Coke Co., the largest independent producers in the Connellsville region. The new machine, the product of the brain of T. J. Mitchell, general manager of the Rainey interests, has been in use for a short time at the Mt. Braddock works. It has proven a success. The invention will make it possible for four men to charge, water, draw and convey coke from one hundred ovens, thereby doing the same amount of work which now requires from forty to fifty men. The oven is a radical departure. It is rectangular in shape, four feet wide and thirty feet long, the crown being cone shaped. The greatest departure comes in the drawing. On each side of a string of ovens tracks are constructed. A big telescopic machine or ram moves on this. After an oven is watered this machine is moved before it, and the ram, operated by electricity, forces the entire charge of coke bodily out of the other end.

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★★★

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## General Review of the Markets.

THE weather man has gone to the "Land of Nod." In one of his drowsy moments he must have pulled the summer throttle, because from all appearances we have been transported back to the climate of early autumn, even though there is a car shortage. The mellow weather has had its usual effect upon the retail trade and consumer, producing that complacency which tends to banish the feeling that the coal man may be needed. Summer weather has the same effect on domestic consumption that a six-course dinner has on a healthy appetite. When the finger bowls come around one feels that he would never care to eat again. In like manner a gleam of sunshine seems to dispel from the mind of the consumer all perceptions of an empty coal bin. There has been, however, a heavy demand for anthracite during the past week, but it has come more from the retailers who anticipate from the strained conditions of transportation that a shortage of coal will predominate as soon as cold weather becomes a reality.

The demand for steam sizes continues above normal. Many industries are planning to increase the output of merchandise and new enterprises are being created almost every day, all of which tends to accentuate the reign of prosperity. During the past week, therefore, the strenuous labor of the coal man has been along the line of catching up with his back orders and endeavoring to spread out the coal where it will do the most good. Retail dealers have been ordering freely, well knowing that an excessive demand is sure to come with the advent of real winter weather.

### Car Supply Not Increased.

There is nothing new in the car situation this week. It is generally conceded by traffic managers and the coal trade in general that conditions are worse this year than ever before. The volume of business on every railroad system throughout the country supercedes all past records, and although there have been 250,000 cars added to the service yet the number of cars which are demanded to take care of the constantly increasing business of the country, together with those which must be sent to the shops for repairs and to the scrap heap because they are worn out, has not tended to increase the supply sufficiently to take care of current commerce. The railroads have issued circulars to all the principal shippers urgently advising them to unload with the greatest dispatch. No doubt the transportation companies are doing everything in their power to relieve the situation. Some roads have refused to let their cars go to foreign lines, knowing fully well that they would not be promptly returned. The owners of individual cars in many cases are getting better service than operators who must depend upon the regular allotment from the railroads entering their district. Much anxiety is shown throughout the middle west, and Chicago especially, with reference to the reported switchmen's strike which was scheduled to take place on last Wednesday. If the switchmen had gone out they would no doubt have tied traffic in a knot. However, the matter was arbitrated. The railroad officials suggested the selecting of five arbitrators who should have the power to decide the question at issue. It is anticipated that this proposition will be accepted, and while the question under discussion is pending the switchmen will remain at work on all roads.

### Demand for Anthracite Firm.

The mild weather during the past week has been highly appreciated by selling agents of anthracite. They had practically refused to take any more orders until they were able to promise something definite relative to shipment. Since the demand during the past week is not quite so active and the supply of coal coming in from the mines and available at the docks has somewhat increased, the selling branch of the coal trade has disposed of a large amount of accumulated business on their books. The amount of coal transported to the docks this week has not particularly increased. Every effort is being made to augment the supply before navigation closes. There has been a good, healthy demand on the part of retailers owing to the long delay in placing orders. At the present time very few selling agents are carrying duplicate or triplicate orders on their books. This condition, however, no doubt will predominate as soon as the demand is greatly increased since the selling agents already have enough business to keep them busy for two or three weeks. There is some complaint among the western shippers of anthracite to the effect that they are not

able to get a normal supply of empty cars at the western docks. Shipments, however, from Milwaukee are reported to be better than at Chicago and at some other points. The production of anthracite last month was 5,600,000 tons, and exceeded the production of October, last year.

### Bituminous Market Strong.

The tone of the bituminous market is very firm, with an accentuated demand for steam and domestic sizes. Prices have advanced from twenty-five to thirty-five cents in general and the production is not much more than fifty per cent of normal capacity. Many selling agents are reluctant in taking new business, knowing fully well that it is impossible to determine any definite date for shipment. The coastwise trade shows a stronger tone for bituminous coal than last week. The demand in the east is constantly growing and greatly reducing the stocks. Industrial activity is requiring more steam coal and the car shortage and scarcity of labor no doubt in the near future will greatly augment the demand. Chicago and Detroit jobbers have been in the Hocking valley districts during the past week endeavoring to dispatch coal to market. Hocking continues firm at two dollars for domestic lump, and there is no talk of an immediate advance in price.

### Western Market Strong.

Nearly the same features predominate in the western markets as characterized the conditions last week. The demand and supply are practically in equilibrium, enabling the selling branch of the trade to take a prospective of the situation and therefore determine what is the best method to pursue in taking care of the vast accumulation of orders. The strongest points of the market are Hocking, Youghiogheny and West Virginia splint. Screenings continue weak, although the demand is somewhat better than during the past month. Prices are on the upward trend and the healthy tone of the market in every respect is commendable. The demand for slack coal has greatly increased in the Columbus district and some operators are buying the product outside to supply their trade.

The situation in the northwest is characterized by a good, healthy demand. Small sizes and domestic coal are not as firm as last week, and the amount of stock in storage is reported to be greater now than last year at this time. The supply of coal in southern markets is suffering from a mitigation of car supply owing to the large transportation of cotton.

### Eastern Market Very Firm.

The constant disturbances in water transportation along the coast and in New York harbor has tended to greatly affect the supply of coal at the ports. Harbor vessels are not plentiful, which has greatly affected the New York trade. The demand for bituminous coal is reported to be increasing and line business in both anthracite and bituminous continues more active. Trade along the sound is characterized by a healthy tone and is constantly improving. The embargo upon business at New England points is having its usual effect in decreasing the supply of empty cars at the mines. The amount of steam coal in the Buffalo market is reported very short. The coal and coke situation in Pittsburg remains about the same as last week. Everyone is busy and order books are congested. There is a constantly increasing demand for cars, and the shortage of labor is helping to lessen the output. River shipments have not been as numerous as was anticipated and the demand for coal has exceeded the supply to such an extent that some of the operators are going into the open market to purchase sufficient quantities to fill contracts.

The embargo on eastern lines and shortage of the car supply have assumed such proportions that few boats have been bringing grain eastward during the past week. This has had its usual effect in cutting down the supply of coal to lake docks. On the whole the market is in good shape, stable and strong and prices are on the upward trend. Selling agents are not inducing orders. Their principal business now is the rational distribution of coal on orders piling up on their books. As soon as cold weather becomes continuous for a few days the market in all its aspects will be characterized by a remarkable tension. This is likely to take effect any day. The dealers who have received a generous coal supply are to be commended.





Office of THE BLACK DIAMOND,  
CHICAGO, NOV. 8.

The remarkably mild weather during the past week tended to mitigate the demand for domestic sizes. In general the market is characterized by about the same features as were predominant last week. The supply is nearly equal to the demand, although operators and sales agents are not in a position to fill rush orders promptly, owing to the fact that most of them are weeks behind on back orders. The mellow weather has proved very advantageous, enabling the selling branches of the trade to spread out coal on rush orders and prepare for the brisk business which is sure to come with severe cold weather. In almost all cases salesmen have been called in and representatives in some instances have been sent to the mines for the purpose of influencing the supply of cars. It is reported that selling agents have comparatively more business booked now than at this time last year. The supply this week has been mitigated to some extent by the miners laying off for election and not going to work promptly. This, however, only affected a few mines and it is pleasing to note that the miners lost much less time this year than is usually the case. The weakest point of the market is on screenings, and in some cases they were sold during the past week for a little above freight charges. The classes of coal strongest in the market were Hocking, Youghiogeny and the West Virginia splints. The prices, on the whole, remain about the same as last week. It is the general opinion of many of the sales agents that the price on smokeless will be advanced twenty-five cents by the middle of the month. Brazil block advanced November first to \$2.40 open cars or \$2.50 box cars f. o. b. the mines. This was naturally the result of advances in other Indiana coals.

Prices are constantly growing stronger on all grades of coal, owing to the shortage of cars, which will continue to increase. More cars are being constantly diverted to transporting coal from the mines to the docks to insure an ample supply before navigation closes. As one extreme in temperature usually follows another, it may be predicted that we will experience a long spell of cold weather in the near future. As soon as this becomes a fact an avalanche of orders may be expected. Selling agents and operators who already have a large number of orders on their books generally agree that they should not accept more business than they can promptly handle. The car shortage is bound to grow more acute when cold weather sets in and transportation becomes retarded by snow and storms.

#### Anthracite Market Firm.

The demand for anthracite this week has somewhat abated, owing to the mild weather. The supply, however, is much less than the demand, owing to the excessive car shortage. Selling agents are using every effort to take care of the business which has accumulated, and many claim they will not be able to catch up in two or three weeks. Shipments from the docks are somewhat improved over last week. The amount of coal stored is much less at present than last year at this time, but it is believed by many that before navigation closes the supply will be ample to meet all requirements. Many of the selling agents are refusing now to accept any more orders specifying delivery date. This is a good policy and will tend to lessen the number of duplications, which usually arise as soon as the demand is greatly accentuated.

#### West Virginia Coals Strong.

NEW RIVER coal this week is in good demand. The car shortage is about the same as last week.

Lump coal is very scarce and the market is strong. Operators are receiving about twenty per cent of the amount of coal necessary to fill current orders. Mine-run is firm at \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago; egg coal has been bringing \$2.25 f. o. b. the mines or \$4.30 f. o. b. Chicago; nut, \$1.50 f. o. b. the mines, or \$3.55 f. o. b. Chicago, with the market strong.

THE POCAHONTAS field has experienced during the past week a somewhat better car service than formerly, but only about a fifth of the normal production has been attained. Mine-run is in good supply and is bringing \$1.25@1.35 f. o. b. the mines, or \$3.30@3.40 f. o. b. Chicago. There is some spot mine-run available and the market is firm. Egg and lump are in very strong demand and are selling at \$2.25 f. o. b. the mine or \$4.30 f. o. b. Chicago.

FAIRMONT coal this week is characterized by a strong market. The three-quarter-inch lump is bringing \$1.50@1.60 f. o. b. the mines, or \$3.40@3.50 f. o. b. Chicago. Car service in the Piedmont region is reported better than in other mining districts, but on the whole production is only about one-third normal. Most selling agents and operators are away behind in their orders.

WINIFREDE splint is in about the same demand as last week. The market is very strong for egg and lump, which is selling at \$2.10 f. o. b. the mine, or \$4.00 f. o. b. Chicago. Washed egg has been bringing \$2.00 f. o. b. the mines, or \$3.90 f. o. b. Chicago. The demand is increasing for this grade of coal and the supply coming into the market is greatly reduced by the heavy demand at points nearer the mines.

KANAWHA splint operators and selling agents claim they have not enough available coal to fill contracts. They could easily get from ten to fifteen cents in advance of the present price if the coal could be secured. Of the ninety-nine mines in the Kanawha region, only thirty-three had cars one day this week. There is no spot coal and orders are being refused in almost every case. Mine-run during the week has been bringing \$1.40 f. o. b. the mine or \$3.30 f. o. b. Chicago; three-quarter-inch lump, \$1.75 f. o. b. the mine, or \$3.65 f. o. b. Chicago; inch-and-a-half lump, \$2.00 f. o. b. the mine, or \$3.90 f. o. b. Chicago.

BLACK BAND is in brisk demand. The car shortage is practically the same as last week and advanced prices are being maintained. Very little new business can be accepted, owing to the small supply of coal coming into this market. During the past week what little lump coal there was has been sold for \$2.60 f. o. b. the mine, or \$4.50 f. o. b. Chicago.

#### Illinois Coals Strong.

DU QUOIN coal operators are able to secure only about one-third of the normal production. Large quantities of this coal is being consumed locally or is shipped to the St. Louis market. The car shortage is worse this week than last, if possible. No. 1 nut has sold at \$1.20 f. o. b. the mine, or \$2.10 f. o. b. Chicago; six-inch egg and lump, \$1.45 f. o. b. the mine, or \$3.25 f. o. b. Chicago, with the market very firm.

WILMINGTON operators and selling agents have been doing their best to catch up with the large number of orders on file. The car shortage is not as acute this week as last. The demand for this grade of coal continues about the same. Lump has been selling at \$2.50 f. o. b. the mines, or \$3.00 f. o. b. Chicago.

THIRD VEIN and Spring Valley coals are in good demand and domestic sizes are strong. The car service is decidedly improved. It is reported that the number of available cars is somewhat greater on the Chicago & Northwestern and Chicago, Burlington & Quincy than on other roads running into the Third Vein district. The de-

mand is a little greater than it was last week and prices remain practically the same. Third Vein chunks are quoted at \$2.50 f. o. b. the mine, or \$3.00 f. o. b. Chicago; standard lump, \$2.40 f. o. b. the mines, or \$2.90 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mines, or \$2.10 f. o. b. Chicago; washed nut, \$2.40 f. o. b. the mines, or \$2.90 f. o. b. Chicago; egg coal, \$2.40 f. o. b. the mines, or \$2.90 f. o. b. Chicago; egg coal, \$2.40 f. o. b. the mines, or \$2.90 f. o. b. Chicago.

CARTERVILLE operators claim they are getting out about forty per cent of the normal production and car service is worse than last week. Country demand is constantly increasing and is taking almost all of the available coal. The domestic nut market is very strong, prices maintaining at \$1.50 f. o. b. mines, or \$2.50 f. o. b. Chicago; domestic egg, \$1.65 f. o. b. the mines, or \$2.65 f. o. b. Chicago, with a firm market; domestic lump, \$1.65 f. o. b. the mines, or \$2.65 f. o. b. Chicago, with a very strong market.

FRANKLIN county coal continues in strong demand. There is a scarcity of domestic sizes and the car service is reported a little better than last week. The production equals about seventy-five per cent of normal. Mine-run is bringing \$1.15 f. o. b. the mine, or \$2.15 f. o. b. Chicago; egg and four-inch lump, \$1.95@2.00 f. o. b. the mine, or \$2.95@3.00 f. o. b. Chicago.

SPRINGFIELD coals continue in excellent demand. The car service is acute and not sufficient coal being shipped to fill rush orders. The mines are producing only a small fraction of normal capacity and a large amount of the coal at this time of the year is being consumed locally. The market on mine-run and nut coals is firm. Quotations are \$1.10 f. o. b. the mine, or \$1.85 f. o. b. Chicago. Egg and the inch-and-a-quarter lump is bringing \$1.40 f. o. b. the mine, or \$2.15 f. o. b. Chicago. The market on egg is very firm, but on the inch-and-a-quarter lump it is characterized as strong. Six-inch lump is also strong and brings \$1.50 f. o. b. the mine, or \$2.25 f. o. b. Chicago.

#### Ohio Coals Active.

PITTSBURG No. 8 coal is very scarce and the mines open are operating only about three or four days on an average. Some operators claim that the production is not more than thirty-eight per cent of normal. Demand is about the same as last week and inch-and-a-quarter lump is bringing \$1.75 f. o. b. the mines, or \$3.40 f. o. b. Chicago. Very little spot coal is available and the market is strong.

HOCKING coal continues in strong demand and transportation facilities continue inadequate. The production is not more than forty-five per cent of the capacity of the mines. Some selling agents have perceived an increasing demand for Hocking in the west. Inch-and-a-quarter lump continues to sell at \$2.00 f. o. b. the mines, or \$3.65 f. o. b. Chicago, with a very strong market.

JACKSON HILL coal continues in strong demand. The car service is somewhat improved over last week, and this has enabled selling agents and operators to catch up a little on the multiplicity of orders on file. Prices maintaining are \$2.50 open cars, or \$2.60 box cars f. o. b. the mines, or \$4.15 open and \$4.25 box cars f. o. b. Chicago.

#### Indiana Coals Active.

GREENE county operators report that the car shortage is practically the same as last week. Contracts are taking most of the supply and there is very little spot coal available. The demand is advancing on all classes of Indiana coal and mine-run is quoted at \$1.50 f. o. b. the mines, or \$2.20 f. o. b. Chicago; egg and four-inch lump, \$1.75 f. o. b. the mine, or \$2.45 f. o. b. Chicago, with the market very firm. Inch-and-a-quarter lump,



\$1.50 f. o. b. the mine, or \$2.20 f. o. b. Chicago, market strong. The mines are producing about fifty per cent as much coal as would be possible if sufficient cars could be secured to haul the product. Operators claim that election day tended to disturb the miners and a number of them were not at their posts.

CLINTON coal continues active. The mines which are producing work about half the time. Mine-run is strong and is bringing \$1.25 f. o. b. the mine, or \$1.95 f. o. b. Chicago; inch-and-a-quarter lump, \$1.60 f. o. b. the mines, or \$2.30 f. o. b. Chicago; four-inch lump, \$1.75 f. o. b. the mines, or \$2.40 f. o. b. Chicago. There is usually a fair supply of cars, but last week the mines were practically shut down. The demand for domestic sizes is somewhat abated.

SULLIVAN county coal is characterized by a firm market. Nut and mine-run are bringing \$1.50 f. o. b. the mine, or \$2.20 f. o. b. Chicago, with a stronger market on mine-run than nut coal. Egg and four-inch lump have been selling at \$1.75 f. o. b. the mine, or \$2.55 f. o. b. Chicago, market firm; inch-and-a-quarter lump, \$1.50 f. o. b. the mines, or \$2.20 f. o. b. Chicago, strong market. About half as many cars as are required are being supplied the operators and the shortage is practically the same as last week.

BRAZIL BLOCK operators claim that foreign lines continue to hold the cars, which is greatly mitigating the supply. Car shortage is worse

than last week. Only about thirty per cent of the normal production is being attained, although the amount of coal mined to date in this district is greater than last year. Forty per cent more coal could be sold than is received in this market if it were possible to secure the product. The prices are about the same as last week. Brazil Block f. o. b. the mine is quoted at \$2.40 open cars and \$2.50 box cars, or \$3.20 open and \$3.30 box cars f. o. b. Chicago.

#### Demand for Coke Increasing.

There is less spot coke in the market this week than last. Western selling agents have been trying to secure three or four thousand tons during the week, but no one seems to know where the order was placed. Some of the larger selling agents state they already have so many orders on file that they are unable to accept any new business. Only about eighty per cent of the ovens are operating on account of the shortage of labor and inadequate transportation facilities. By-product foundry coke this week has advanced to \$6.25 to \$6.50; Wise county, West Virginia, seventy-two-hour foundry coke, \$6.00 to \$6.25; by-product domestic coke, \$5.00 to \$5.25; Connelville seventy-two-hour foundry coke, \$6.65 to \$6.70.

#### Pennsylvania Coal Strong.

Youghiogheny selling agents and operators

claim that many of the mines were closed this week on account of the shortage of cars. Election day also had its effect upon mitigating the supply of labor at many of the mines. Many of the selling agents report they are falling down on contracts and that consumers are going to the open market to buy sufficient coal to tide them over the car shortage period. The market on nut is fair and has been bringing \$1.50 f. o. b. the mines, or \$3.40 f. o. b. Chicago; three-quarter-inch lump, \$1.75@1.85 f. o. b. the mines, or \$3.55@3.65 f. o. b. Chicago, with a strong market. Operators are using every device to get as much coal as possible to the lakes before the close of navigation. This is greatly affecting the rail supply and it is not expected that conditions will be better until the ports close.

#### Kentucky Coals Scarce.

Kentucky coal is in very good demand and very little is being received in this market on account of the increasing amount used for local consumption. The local prices have advanced and the coal is bringing, at home, \$3.00@3.50. This advanced price does not make it practical for selling agents to bring very much of this product into this market, owing to the large transportation charges. Kentucky coal sold during the week at \$4.25 f. o. b. Chicago. The market is very strong. This price is an advance of twenty-five cents over last week.

## Market Conditions and Gossip from Cincinnati.

CINCINNATI, OHIO, November 10.—(*Special Correspondence*).—The feature of the Cincinnati coal market this week is the weakness of the smokeless market, and the unusual strength of splint coal. These statements may appear to be contrary and contradictory; but they are true. Notwithstanding the continued unprecedented shortage of cars on all the railroads, and the consequent curtailment of production because of insufficient transportation facilities, there is a positive weakness this week in Pocahontas and New River smokeless coals. This is only a comparative statement, however, and it must not be construed to be a slump in the market, or anything like it. Up to this time, the demand for smokeless coal has been much greater than the demand, and orders have been booked by many concerns for many weeks in advance; but for some reason, probably the warmer weather of the past two weeks, either the demand has diminished, or shipping instructions have been issued to send forward less and less coal of the kind mentioned. It is predicted on all sides, however, that the present weakness can only be temporary, and that next week or the one following will see the smokeless market in the same condition it has been in all the fall.

#### Splint Market Very Strong.

On the other hand, the splint coal market shows remarkable strength this week, especially on shipments to the extreme south; and prices have been greatly boosted on a number of the well known grades of splint coal. Two dollars and fifty cents a ton is now a common price for block coal at the mines, and not a single quotation of any kind of standard splint lump was made for less than \$2.00 a ton at the mines. Mine run is in as great demand as lump, and one prominent selling agency displayed an order for one thousand tons of run-of-mine at \$1.60 a ton at the mines. For a week or more certain concerns have been making quotations of \$1.75 a ton for mine run; but these concerns purposely put the price to what they supposed was prohibitory. This week dealers and other consumers are accepting quotations that a week or ten days ago seemed ridiculously high. Most of the trading during the past few days, however, has been done on a basis of about \$1.25 a ton for run-of-mine, with a few scattering sales as high as \$1.40 and \$1.50. One dollar and seventy-five cents is now a common quotation.

#### Nut and Slack Very Scarce.

The increased demand for run-of-mine coal, and the sudden advances it has shown in price

during the past week or two can be traced largely to the unusual scarcity of nut and slack that has been noticeable all the fall. It is easy to figure out that with the long car famine and consequent decrease in the production of lump coal, a scarcity of nut and slack naturally follows. This, with a good, healthy demand for nut and slack make it appear to be all the more scarce, and higher prices result. Nut and slack have been in good demand right along; but just now there seemed to be a largely increased demand, and prices on this commodity now range from seventy-five cents to one dollar a ton. Many buyers who think they are wiser than other persons, began some time ago to buy run-of-mine instead of nut and slack, and now both run-of-mine and nut and slack have advanced in proportion to the demand.

#### River Coal Getting Scarce.

Although the river shippers, especially those who bring their coal from the Great Kanawha river, have been favored lately with an almost continually navigable river, and have taken advantage of these opportunities of marketing their product, the demand for river coal has been such that the supply afloat has been rapidly diminishing, and as a consequence, the market is very strong. The standard grades of river lump are now selling for 7½@8½ cents a bushel, an advance of half a cent a bushel on the high grades. There is practically no run-of-mine offered for sale in barges, and nut and slack is worth from 5½@6½ cents a bushel afloat. During the week just passed several tows of Kanawha coal found a ready market here. Unless there is more rain at once the river will be too low in a few days for further boating of loaded barges from the mines.

#### Retail Trade Continues Good.

As the season advances the demand for family coal continues and increases. Splint lump sells for \$3.50 a ton delivered to consumers, and smokeless lump is worth \$4.25 a ton delivered. Anthracite sells for \$7.50 and nut and slack for \$1.90@2.25. The foregoing prices apply to orders of one ton or more. Coal delivered by the bushel to indigent families and other very small buyers is sold for eighteen cents a bushel, but very often this coal must be carried by the merchant up two or three flights of stairs.

#### Switching Rates Debated.

An important step in the campaign for switching rate reform in Cincinnati was taken Wednesday when the representatives of the

various railroads entering Cincinnati formally submitted a proposition to The Receivers' & Shippers' Association. A committee from the Receivers' & Shippers' Association received the proposition and asked a few days to consider it thoroughly. While the matter is yet unsettled, it is safe to assert that a general revision and reduction of switching charges will be made. The coal men are the prime movers in the agitation, and from present appearances it looks as if their long and faithful labors are about to bear fruit. The coal men have long claimed that the present switching rates on coal are excessive.

#### Receiver Appointed for Local Company.

The Walnut Hills Coal & Mining Co., whose mines are located at Naugatuck, Mingo county, West Virginia, and which has retail yards and offices in this city, was thrown into the hands of a receiver a few days ago as a result of proceedings brought in the United States court. John G. Thomas now has charge of the affairs of the company. John R. Shanklin of Cincinnati brought the action, claiming that the company owes him \$10,000. No statement of the financial condition of the company was given out. The company has one of the finest retail locations in the city.

#### Skout Benedict Resigns KoKoal Office.

A thunderbolt from a clear sky would not have come more unexpectedly to the coal men of this city than the resignation this week of Skout F. H. Benedict of the Order of KoKoal. It is only two weeks since he organized, and carried into perfect execution, the largest korusation ever held in the United States. He caused to be initiated into this great order of coal men, seventy-nine candidates, and it is doubtful if a more representative gathering of coal men was ever held in the Queen City. The initiation, or korusation was such a signal success that it is reported that nearly fifty applications are now on file from coal men who were unable, for some cause, to be present at the last meeting. No local chapter or organization ever started out with more promise, and no one will deny that Skout Benedict does not deserve great credit for the untiring work he has done. It is the feeling of everybody that he should have remained at the head of his new order, and should have allowed himself the enjoyment of the fruits of his work. It is rumored that O. P. Curran Jr., will be appointed to take the place of Skout Benedict. Mr.



Curran was quite helpful to Mr. Benedict in the recent koruskation.

#### Want New Anti-Smoke Ordinance.

The Smoke Abatement League, which has been causing terror to fill the hearts of many persons whose smokestacks have been filling the air with foul smoke, is about to ask the city council to pass a more stringent ordinance on the subject of smoke making being a public nuisance. This organization has caused the arrest of over sixty individuals, firms and corporations, and these cases are now resting in the police court. It is intimated by the president of the league that prosecution may be dropped until a more suitable ordinance can be passed.

#### NEWS NOTES AND PERSONALS.

W. W. McGuffin, manager of the New River Coal Sales Co. of this city, has returned from an extended trip east.

Kuper Hood, the popular manager of the Big Hill Coal Co., is enjoying a visit from his brother, Thomas Hood, of Houston, Texas.

T. F. Farrell, general manager of the Pocahontas Coke Co., Bramwell, W. Va., was a business visitor here during the past few days.

M. T. Roach, president of the New River-Kanawha Fuel Co., was here this week in consultation with C. E. Fultz, manager of the local office.

Harry P. Jones, president of the Big Hill Coal Co., and one of the largest producers of Kentucky coal, went to Pittsburg Monday night on a short business trip.

S. P. Hostler, formerly manager of the Winifrede Coal Co. here, but now one of the leading coal men of Chicago, was here a few days ago looking for certain grades of coal for his large trade.

H. R. Mather, the genial manager of the Cincinnati business of Castner, Curran & Bul-

litt, expects to spend the week-end in Detroit and Toledo with Joseph D. Barrett, manager of the Philadelphia office of the same company.

H. J. Douglass, connected with the auditing department of the New River Collieries Co., of which the Chesapeake & Ohio Coal & Coke Co. is the selling agent, spent most of the week here going over the affairs of the local company.

Nearly every selling company in Cincinnati was notified Wednesday that the miners had almost universally observed election day as a holiday, and that very little loading was done in the entire Kanawha district on last Tuesday.

F. L. Garrison, president of the Kanawha Coal & Coke Co., spent most of the week among his mines in the Kanawha district. He reports that there is no improvement in the car service, and that no great improvement may be expected soon.

C. M. Budd, superintendent and general sales manager of the West Kentucky Coal Co., with headquarters at Paducah, Ky., was here this week on a combined business and pleasure trip. Cincinnati was Mr. Budd's birthplace, and his home, until a few years ago.

W. C. Rogers, manager of the Fairmont Coal Co., is authority for the statement that his company is not offering any coal whatever for sale in this territory. Mr. Rogers says the present car famine is the worst he has ever seen, and that he can only hope that the total suspension of navigation on the lakes will divert a lot of coal cars to this region.

R. A. Jaynes, favorably known here as the general manager of the Darby Coal & Coke Co., spent several days in Cincinnati this week on business. Mr. Jaynes says there is a great demand for his block coal, and that he can not get out enough to supply the demand at present. He went from here to his mines in Lee county, Virginia, on the Louisville & Nashville railroad.

washed coal is difficult to obtain, but the open weather has not impeded transportation and deliveries when cars can be obtained are made in quick time, coal coming through from Herrin and other southern Illinois shipping points in ten days to a fortnight. Considering that the haul involved is something like 750 to 800 miles this is reasonably quick time.

W. C. Leiferman of F. H. Peavey & Co., is rapidly becoming convalescent. "Bill" has had a hard time of it during the past few weeks. While boarding a street car in St. Paul he slipped and fell, sustaining an injury to his ankle which has confined him to his home ever since. During that time an accident insurance company has been paying him a fixed allowance per week; his salary has gone forward and quite a number of his friends have taken occasion to supply him with "medicine" of unusual flavor. According to the latest reports Bill is on the road to recovery, which will be good news to a host of friends.

Frank Sullivan, of the Sullivan Coal Co., will be a member of the party which will leave Friday night for Chicago over the Chicago Great Western road to attend the football game. Frank is not much of a football fan but he does like to get into Chicago occasionally for the purpose of talking coal. And he knows a large number of the Chicago coal men.

#### Kentucky Coal Trade.

LOUISVILLE, KY., November 7.—(*Special Correspondence*).—The condition of the coal market in Kentucky during the past week has shown no material change. The retail demand has been far in excess of dealers' abilities to supply, and the operators in turn have shown little mercy on the dealers. All the while the supply of river coal has been dwindling to almost nothing and there is no considerable stock of rail coal available with the exception of twenty thousand tons or so in the yards of the Jellico-Laurel agency.

The river dealers following the lead of the rail dealers put first and second pool Pittsburg lump to four dollars per load and fourth pool to \$3.75 on a parity with Jellico. These are prices for the short or 1,800 pound ton which is standard here, delivered within the principal sections of the city. The scarcity and increased cost of teams and labor have been no minor consideration with the coal men in their successive advances. Unless there is a considerable shipment of coal from Pittsburg within the next few weeks Louisville will be confronted by a very serious coal famine.

#### Transportation Matters.

The transportation department of the Louisville & Nashville railroad during the past few days has inaugurated a precautionary policy of keeping its cars on its own lines. So far the ban falls principally on cars from the Middlesborough district intended for points on the small southern roads through the Carolinas and Georgia. The Middlesborough mines were given a rate south only on October twentieth and have had little opportunity to read the benefits of the high market. It is likely that shipments from other districts will be confined to points north of Atlanta if the car situation grows worse, as officials say that shippers on the smaller southern roads keep their cars indefinitely and have rendered necessary the services of a clerk stationed at Atlanta who has nothing to do but hunt up lost cars. These steps on the part of the Louisville & Nashville should tend to keep prices at a more normal level than has recently obtained.

The price of Eastern Kentucky and Jellico lump coal still ranges from \$2.75@3.50, with occasional orders for Blue Gem as high as \$4.25@4.50. Prospects for handling this demand are somewhat better in the past few days, since the settlement of the strike of southern railway mechanics will result in a better supply of cars for the Jellico mines, many of which were practically without southern cars for two weeks. A number of these mines, however, allowed themselves to be so heavily booked up with summer orders that it is doubtful if they will have any quantity of coal to offer before January first. They could have filled these orders long since had they had about half their car requirements.

A number of distilleries throughout the state

## The Northwest Coal Trade.

MINNEAPOLIS, MINN., November 8.—(*Special Correspondence*).—Comparatively few market features characterize the situation in the northwest this week. The demand for the finer sizes of bituminous coal is not as active in the Twin Cities as it was, owing to conditions which are rather peculiar.

Of course everyone who knows anything about the coal trade knows that there is a serious car shortage and that it is difficult to produce fifty per cent of the normal tonnage in the bituminous fields on this account. It seems that the shortage of equipment on northwestern lines for carrying grain to the terminal elevators and mills at Minneapolis is the worst ever known. Receipts of wheat, generally speaking, are much less than they were a year ago and the large milling interests are unable to secure a sufficient supply at present to keep their mills in operation up to anything like capacity. Owing to the light receipts of wheat last week most of the mills closed on Saturday and as a consequence the demand for screenings and other fine grades of coal has been considerably reduced, although the middle of the week there was a more active request for the quick delivery of steam coals to general manufacturing plants, due to the apprehension that there might be a switchmen's strike.

#### Screenings Weak.

In Minneapolis the dock companies are making no pretense of maintaining their circular price on screenings, except possibly in a few instances where they are almost certain to run short of coal. Hocking screenings can be bought in some instances as low as \$3.25 f. o. b. this city, although the circular price is \$3.50. Youghiogeny screenings can be freely had at the old price of \$3.55 f. o. b. Minneapolis, although the circular is \$3.10 f. o. b. the docks or \$4 f. o. b. the Twin Cities.

There is not quite so much talk about a pronounced shortage of coal on the docks at the head of the lakes as there was a fortnight ago.

The autumn months in the northwest have been comparatively mild. The weather today is like that usually experienced in September, and fires in homes are not a necessity except night and morning. The result is that domestic consumption of coal, at least, has been much less than normal during the past six weeks. Some of the dopesters are beginning to arrive at the conclusion that unless the severe weather is experienced the present month there will be a sufficient tonnage of dock coal available to meet all requirements. Since the recent advance in soft coal prices business with most of the companies has been more or less dull, and in some quarters the idea is frequently expressed that the recent advance in prices was somewhat premature. This conclusion is not a sound one. The advance came at a time when all the companies were loaded with business, and if they had accepted any more business then much of it would have to wait before new orders could be filled. The advance checked the buying at a time when this was necessary.

Should the winter be as open and mild as a year ago, there is a question whether dock prices might not be reduced later, but of course this is a guess based on a contingency which may never arise. It is certain that if the winter is severe there will be no reduction.

#### Illinois Coals Plentiful.

There is no great amount of activity in Illinois coal at this time, although receipts recently have been heavy. No doubt some of this coal has found its way from Chicago into the northwest, having been shipped to that point and then diverted to the Twin Cities to prevent an embargo being placed on the mine of the shipping company. Prices for lump and the coarser sizes of southern Illinois coal range at about the same figures as last week. Washed coals are held firmly, but at times they can be obtained below the circular quotation owing to a temporary oversupply. Ordinarily at this season of the year



found themselves without either coal or contracts during the past week, when they intended to start up for the season, and have had to scurry about and obtain a few cars of coal as best they could. Some of the distillers are vowing that they will either burn corn-cobs or install denatured alcohol plant.

Looking at the coal situation of the south broadly, it is apparent that whatever charges be brought against the railroads for causing an extortionate coal market by failing to transport

the output, it must be taken into consideration that the industrial demands of the south are this year beyond all precedent. Every mill, every foundry, every furnace, every factory is loaded up with orders and anxious to run overtime. The very extensions of the railroads themselves call for augmented coal supplies. Prosperity, which in the north is crowding the cars with grain, has in equal degree through the south jammed the roads with cotton, lumber and all manner of merchandise.

punishment for violating the injunction which restrains it from making shipments to other parties. The controversy dates to the formation of a new coke selling agency at Bluefield and the resultant fight for business enjoyed by other concerns. The contention has stirred up much feeling and the litigation is only partly settled.

#### Notes from the Field.

The Buckhannon Coal Co. is making an opening on the line of the Coal & Coke railroad. The company owns seven thousand acres.

The election this week disturbed operating conditions, but the lay-off of the miners allowed some cars to accumulate, and the general result was not impaired.

Huntington capitalists have organized the Laclede Coal & Coke Co., to operate in Knott county, Kentucky, a section now attracting the attention of outside capital.

The timber on the large tracts of the Thayer Coal Co., and the Beury estate in the New River region have been sold to a syndicate for prices that represent the cost of the surface and mineral rights but a few years ago.

Dennis Lahey, western traffic manager for the New River Consolidated Coal Co. at Cincinnati is expected to take charge of the car allotment situation on the Chesapeake & Ohio railroad in the New River district. His coming is awaited by shippers as promising better conditions.

The rumor has been revived that the Coal & Coke railroad will purchase the West Virginia Midland, a small road running through Braxton and Webster counties. The little road offers the nucleus for an extension into virgin territory, but the report of the deal lacks tangible details.

Three drunken rowdies attempted to rob the paymaster of the Piney Colliery Co., at Stanoford, Raleigh county. They were finally overpowered by outside help and arrested. The cashier was forced to flee with the money in his possession and in consequence payday was postponed from Saturday until Monday.

### Missouri River Coal Trade.

KANSAS CITY, Mo., November 6.—(*Special Correspondence*).—Inquiries of a number of coal dealers in Kansas City yesterday as to the condition of the coal business almost invariably were replied to by a cheery "Fine!" And there was no disposition to deceive, for everywhere the indications are that the coal trade in the western section will be unusually good. Most dealers continue to assert that the demand is much greater than the supply, owing chiefly, of course, to the continued shortage of cars. The prices have not advanced or decreased either in the wholesale or the retail trade in the last week. They are quoted as being steady.

The car shortage continues to be as serious as ever and while the companies are handling a great amount of coal one agent said this morning that he could use twice as many cars, and then some. The fall season in the south always makes cars scarce, but heretofore the northern and eastern branches of the lines, operating in the south, have been able to send additional rolling stock to the congested districts. This year the shortage of cars covers such a large territory that the roads can not supply this help. Railroad men charge the shortage to the unusual prosperity of the country.

The shortage of cars has resulted in a freer exchange in use of cars between roads than ever before. This is due to the fact that all of the roads are compelled to work together on the best possible system to relieve the stringency and the interchange of cars prevents to a large extent the movement of empties. One railway official said today: "If every freight car in the United States were released from the service today and then replaced at once, there would not be sufficient cars to move the freight offered for transportation."

#### Supply of Coal Increasing.

Work in the mines in this district has picked up to a remarkable extent in this district in the last few weeks, and all miners are busy. "The coal

## The Detroit Coal Trade.

DETROIT, MICH., November 10.—(*Special Correspondence*).—Just one quotation from a prominent coal man sizes up the situation in this city so far as the bituminous trade is concerned. "Provided you get the coal, you can get any kind of price." The car shortage is getting worse daily and, while the supply on hand in the steam plants of Detroit is enough to preclude the possibility of a famine, conditions out in the state are quite serious. One large concern got two dollars for West Virginia run-of-mine at the mine, though the going price is \$1.50. Shippers are running away from contracts and practically nothing can be bought today, except in the open market. In fact, things are in a serious condition, due to the unprecedented car shortage. Barring a few consignments of nut, pea and slack, the tracks are empty and there is no sign of any improvement in the situation.

#### Box Cars Very Scarce.

The anthracite agents are having their troubles too. Detroit's demand has increased greatly during the past seven days, though the weather is still mild, but the retailers were prepared for their customers and have no difficulty in filling orders. The situation in other parts of the state, however, is serious. If the box car shortage continues much longer, consumers outside of this city are likely to suffer. Agents for the anthracite mines do not look for a better supply of cars before December 15. Meanwhile they will worry along the best they can. Nor are the mines working full time.

Jackson Hill has withdrawn all prices, which, for the present, will be subject to the price at

the time of shipment. Everybody is watching Hocking, which still holds very strong at two dollars. If the car shortage gets worse and cold weather overtakes us, there is no telling to what heights it will soar. Other grades will follow suit.

#### PERSONAL NOTES.

R. W. Parsons, formerly with Castner, Curran & Bullitt, of Chicago, is now salesman for the H. T. Wilson Coal Co., of Detroit.

Sol Coolidge, well known Cleveland coal man, connected with Young & Mauer, of that city, spent a few days in this city the first part of the week.

Neil W. Snow, agent for the New Pittsburgh, umpired the great football game at Ann Arbor last Saturday, between Vanderbilt University and the University of Michigan.

George Mills, traveling for the Delaware & Hudson Co., and J. B. McMurrich, of Oswego, and E. J. Millsbaugh, of Utica, N. Y., sales agents of the company, paid Detroit a visit last week.

E. J. Corbett, the prominent coal man of this city, is in New York city on a business trip.

A. P. Knowlson of Collins & Hahn of Grand Rapids, has just returned from a successful duck hunting trip at the Flats.

Alex Y. Malcolmson has incorporated his coal business under the name of the Alex. Y. Malcolmson Coal Co. Charles B. Grandy, present general manager, is one of the stockholders. The capital stock is \$150,000.

## West Virginia Mining News.

WHEELING, W. VA., November 7.—(*Special Correspondence*).—Car shortage is now the bane of the operator's existence. As a result there are no offerings of coal. Shippers are in a position where it will keep them busy to attend to their contract trade, and no fancy prices can move them. The slump in cars is general and confined to no one field or section. It is the only complaint, there being no dissatisfaction on the score of prices. This complaint has extended over a goodly period, but it is more acute now than ever. Certain operators in the Kanawha district talk of asking the attorney general to take steps to annul the Chesapeake & Ohio's charter, on the ground that the railroad is failing to answer demands, and is subject to cases of favoritism in the matter of car supplies. An investigation as desired may come soon unless there is relief.

#### Want Railroad Equipment Doubled.

It is pointed out that the Chesapeake & Ohio owns approximately 17,400 cars. It is further estimated that at least fifteen per cent are on the repair tracks daily, while another percentage is hauling other business. The balance is not considered sufficient to handle the increasing coal shipments in the Kanawha and New River districts. President Stevens has promised thousands of additional cars, but the shippers are impatient, and the recent changed allotment order works far from satisfactory. The Baltimore & Ohio is congested at many points, thus crippling the output of

the Wheeling, Fairmont and Eastern Ohio regions. The Norfolk & Western is the scene of less complaint, but the equipment is inadequate. Less is heard of the labor shortage, but that is because when there are no cars the mines are forced to close and labor begins to seek fields that promise steadier employment. The one problem has temporarily adjuusted the other.

#### New River's Fair Output.

In the face of the keen complaints over short car service the fact remains that the output from all fields holds up well. Classified by districts the tonnage is comparatively good. The trouble may be credited to the new openings in every district, so that while individually they suffer by poor facilities, the aggregate tonnage is good. For instance, the October shipments from the New River field, all over the Chesapeake & Ohio railroad, amounted to 459,865 tons of coal, and 657 cars of coke. Given an average car supply the shipments would have mounted up to 600,000 tons of coal at least and double the number of cars of coke.

The latest turn in the celebrated coke agreement controversy in the Flat Top region, at Bluefield, is given by a decision of the supreme court. The court decided that the Powhatan Coal & Coke Co. need not obey an injunction granted in a lower court, which required it to ship its coal to the Pocahontas Coke Co. The higher court, in handing down its opinion held, however, that it was liable to



season on account of the strike has been backward," said a miner today, "but it is beginning to go ahead now and there is much more work than there was a month ago. One explanation of the delay of the coming of good work in my opinion is that there are too many miners in the country and then the demand for the production has not been strong until lately.

"The opening of the new mines has a good deal to do with the work, for with the demand divided up among so many it makes less to do for all of them. With new coal mines opening up in all parts of the country, this will become plainer every year. For instance, take the mines that are being developed up in the northern part of the country—and they are said to be immense. When they are in good operation the demand that has heretofore come to this country from there will be cut off and while the demand never did cut much figure with the district in this section of the country, it will be felt when the new mines up there begin to produce.

"The opening of the territory in this part of the district has had the effect of bringing more miners to this section. And then, too, many young men from farms are becoming miners because they see an opportunity to make more money in the mines than on the farms. The miners' occupation is overdone and that is a fact."

A suit to recover nearly half million dollars in life insurance is being prepared by the trustees of the C. J. Devlin estate against Mrs. Devlin. The petition will ask to have about \$450,000 turned over to the trustees for the benefit of the creditors. The suit will be brought in the federal courts and if the trustees should win, the money will be used to pay the creditors of the Mount Carmel Coal Co., one of the Devlin properties. It is will not be used to pay the creditors of any other property or company in which Mr. Devlin was interested before the failure and his death.

The claim for the money is on the ground that Mr. Devlin used the money of the Mount Carmel Coal Co. in paying the premiums on sixteen policies, which he held. He was almost the sole owner of the company. It is alleged that if the premiums were paid wrongfully out of money belonging to the company, and not to Mr. Devlin the company is entitled to receive the amount of the policies paid.

Mrs. Devlin has collected the policies as follows: State Mutual, Massachusetts, \$30,000; Penn Mutual Life, \$50,000; Kansas Mutual, \$15,000; Northwestern Mutual, \$17,000; Northwestern Mutual, \$33,000; Northwestern Mutual, \$15,000; Travelers' Life, \$10,000; Connecticut Mutual, \$20,000; Union Central, \$31,000; Massachusetts Mutual, \$39,000; Mutual of New York, \$50,000; Equitable, \$7,500; Kansas Mutual, \$5,000; Massachusetts Mutual, \$5,000, and Fidelity Mutual, \$60,000.

## The Gary By-Product Oven.

In connection with the development of plans for the new steel works of the United States Steel corporation at Gary, Ind., among other almost revolutionary methods is the various processes of making iron and steel. Not only will economies be adopted in the handling of materials for furnaces and mills, but there will be many other devices and modern ideas used in every department, one of them being the making of coke.

For years the American steel manufacturer has been criticised for his extravagance in using the bee hive oven for coke manufacture. European steel men have been using the by-product ovens and extracting other substances from the coal than its gas, and forming quite a commercial product which reduced the cost of iron production in no small degree. The chief objection made in America to this idea was that in the extraction of ammonia, coal tar and other ingredients the structure of the coke was so weakened that it could not support the average load of ore and limestone in the furnace, and it was consequently crushed, and by its own weight the fires were forced out.

Alive to the possibilities of this project, however, the expert engineers of the Steel corporation have been studying the matter, and as a result have completed a new form of by-

product coke oven which will, it is said, produce a quality of coke that will hold all of its strength in structure, and at the same time the ovens will extract sufficient gas to form a splendid fuel for open-hearth furnaces in the steel department, and also for other purposes for which blast furnace gas is not applicable.

Announcement has been made that the steel corporation would construct 1,000 of these newly designed coke ovens at the Gary plant. Their type and general method of construction is not made public, but it is believed they will include the adoption of the latest discoveries of the experts of the corporation to overcome many of the objections as to the effect of the by-product method upon the coke so manufactured.

The gas that can be extracted from the coal being coked is said to be enormous, and of much greater calorific power than by any but natural gas, and hence can be used for fuel in the furnaces as a substitute for natural gas, which is not plentiful in that section of Indiana.

## Consolidation of Coal Companies in 1905.

The scenes of the principal consolidations of corporations engaged in the coal mining industry in 1905 were in Illinois and Indiana, although a number of important mergings were reported also from Ohio and West Virginia.

The O'Gara Coal Co., of Chicago, was organized in 1905 for the purpose of taking over nearly all of the mines in Saline county. The companies that were merged into the O'Gara Coal Co. were the Carriers Mills Coal Co., the Eldorado Coal Co., the Clifton Coal Co., the Diamond Coal Co., the Egyptian Coal & Coke Co., the Gas & Coal Co., the Harrisburg Mining & Coal Co., the Ledford Coal Co., the Morris Coal Co., the New Coal Co., and the Davenport Coal Co., nearly all of these properties being in the vicinity of Harrisburg, Ill. The O'Gara Coal Co. took over also the Jefferson Coal Mining Co., in Sangamon county.

The Southern Coal & Mining Co., of St. Louis, was formed by the consolidation of the Germantown Coal & Mining Co., the Muren Coal & Ice Co., the Oak Hill Coal Co., the Dutch Hollow Coal Co., the Glendale Coal & Mining Co., the Tower Coal Co., the Dutch Hill Coal Co., and the Walnut Hill Coal Co., most of the mines thus taken over being located in St. Clair county.

The Peabody Coal Co., of Chicago, took over the Nokomis Coal Co., of Macon county, and the Southern Illinois Coal Mining & Washing Co., of Williamson county.

There were five important consolidations of coal mining interests in Indiana during 1905. The principal one of these was the formation of the Vandalia Coal Co., with headquarters in Indianapolis. This company took over the following properties:

The Cloverland Coal & Mining Co., in Clay county; Asherville Mining Co., in Clay county; the Island Valley Coal and Mining Co., in Clay and Greene counties; the Enterprise Coal Co., in Knox county; the Indiana Bituminous Coal Co., in Clay county; the Island Coal Co., in Greene and Sullivan counties; the Johnson Coal Mining Co., in Greene county; the South Linton Coal Co., in Greene county; the Minshall Vein Coal & Mining Co., in Parke county; the Racoon Valley Mining Co., in Parke county; Zeller, McClelland & Co., in Clay and Parke counties; the Indiana & Chicago Coal Co., in Sullivan county, and the Greenfield Coal & Mining Co., the Home Coal Co., the Lost Creek Coal Co., the Seelyville Coal Mining Co., the Sugar Creek Coal Co., and the Loughner Coal Mining Co., in Vigo county.

The Dering Coal Co., an Illinois corporation, which had been operating in Franklin, Montgomery and Vermilion counties in that state, purchased in 1905 the following properties in Indiana:

The J. Wooley Coal Co., the Bruillets Creek Coal Co., the Wilfred Coal Co., the Indiana Fuel Co., the W. S. Bogle Coal & Mining Co., and the Willow Grove Coal Co. The mines of these different companies are located in Sullivan, Vermilion and Vigo counties.

The Consolidated Indiana Coal Co., with headquarters in the Old Colony building, Chicago,

merged the properties of the North Jackson Hill Coal Mining Co., the Sullivan County Coal Co., the Union Coal Co., the Harder & Hafer Coal Mining Co., the Hymera Coal Mining Co., and the Keller Coal Co. All of the mines but one that thus changed ownership are located in Sullivan county. This one exception is in Vermilion county.

The Indiana Southern Coal Co., also in the Old Colony building, Chicago, took over the Indiana Hocking Coal Co., the Citizens Coal Co., the Cummings Coal Co., the Rainbow Coal Mining Co., the New Pittsburgh Coal & Coke Co., and the Green Hill Coal & Mining Co., in Sullivan, and the Forest Coal Co., in Vigo county.

The Southern Indiana Coal Co., of the Old Colony building, Chicago, took over the Hoosier Coal Co., the Midland Coal Co., the Tower Hill Coal Co., the Lattas Creek Coal Co., all in Greene county, and the Linton Semi-Block Coal Co., in Sullivan county.

The United Fourth Vein Coal Co., of Linton, Ind., has taken over the properties of the Island Valley Coal & Mining Co., in Clay and Greene counties, and those of the Antioch Coal Co., L. T. Dickason, the Black Creek Semi-Block Coal Co., and the North Linton Coal Co., all in Greene county.

During 1905 the Continental Coal Co., which had itself been formed by the consolidation of a number of properties in Athens, Hocking and Perry counties, was merged into the Sunday Creek Co., of Columbus, Ohio, which took over also the Buckeye Coal & Railway Co., in Fayette and Kanawha counties, West Virginia.

In Alabama the Pratt Consolidated Coal Co., of Jefferson county, took over the properties of the Ivy Coal & Iron Co., in Walker county. In Kentucky the West Kentucky Coal Co., of Sturgis, took over the Tidewater Coal Co., the United States Gas. Coal & Coke Co., in Union county, and the Caney Fork Coal & Mining Co., the Rock Spring Coal & Coke Co., and the Wheatcroft Coal & Mining Co., in Webster county. In Indian Territory the Degnan and McConnell Coal & Mining Co. succeeded to the properties of the Eastern Coal & Mining Co., the McAlester Coal & Mining Co., the Missouri, Kansas & Texas Coal Co., and the Mexican Gulf Coal & Transportation Co.

## Wagon Prices at Chicago.

Anthracite.	
Grate .....	\$6.50
Stove .....	6.75
Chestnut .....	6.75
Egg .....	6.75
Bituminous.	
Smokeless lump .....	\$5.00
Smokeless run-of-mine .....	3.75
Hocking lump .....	4.50
Hocking nut .....	3.75
Illinois lump, egg and nut .....	3.50
Indiana lump, egg and nut .....	3.50
No. 1 washed nut .....	4.00
Cannel lump .....	6.25
Smithing .....	4.50
Screenings .....	1.75
Gas house coke .....	5.50

The Interstate Commerce Commission has nearly completed its preliminary report in the railroad coal investigation, so far as it affects the bituminous lines leading to tidewater. About 150 typewritten pages comprise this report, which will be submitted to congress immediately after it meets in December. In this report the commission will review the testimony taken last spring and summer. The chief companies so far examined into are the Pennsylvania railroad, Baltimore & Ohio, New York Central, Chesapeake & Ohio, Norfolk & Western and Buffalo, Rochester & Pittsburgh. The commission will give its conclusions and recommendations on all important points, and congress will then determine what action shall be taken.

The Colgrove & Sylvester Lumber Co., Readlyn, Iowa, are enlarging their coal sheds at that city in anticipation of a heavy winter business.





## Western General and Personal Notes.

R. H. Sessions of Minneapolis, was a Chicago visitor this week.

W. G. Haskell, Cedar Rapids, Iowa, was calling on his friends in Chicago during the week.

Hunter W. Finch, of Hunter W. Finch & Co., Fisher building, Chicago, is on a business trip to Toledo, Ohio.

H. J. Reese, chief clerk of the Sunday Creek Co., Columbus, Ohio, was in Chicago a few days ago on business.

The Illinois Collieries Co. has opened offices in the Franklin building, Minneapolis, and placed C. L. Seymour in charge.

S. W. Gilliland, auditor of the Sunday Creek Co., Columbus, Ohio, made a business trip to Chicago this week in the interest of the company.

Mr. H. C. Adams of the Jones & Adams Co., Old Colony building, Chicago, is making a trip through central Illinois in the interest of the firm.

W. K. Fields, vice-president of the New Pittsburgh Coal Co., Columbus, Ohio, better known as "Billy" Fields, was in Chicago during the week on business.

E. M. Sands, general manager of the Old Colony Coal Co., Plymouth building, Chicago, made a business trip to Milwaukee and the northwest recently.

The Kewanee Ice & Fuel Co., Kewanee, Illinois, has opened a thoroughly modern coal and wood yard, to be operated in connection with the company's ice business at that place.

F. C. Ryan, vice-president of the St. Paul & Western Coal Co., St. Paul, Minn., made a business trip to Columbus this week. He stopped at Chicago on his itinerary.

P. C. Richards, of Richards Ambler & Co., Plymouth building, Chicago, is making a trip to Cincinnati this week and will call at Hamilton and several other points before he returns.

The many friends of J. S. Van Epps will be glad to hear that he has been appointed western sales agent for the Delaware & Hudson Co., with offices in the Citizens building, Cleveland, Ohio.

H. H. Heiner, vice-president of the Sunday Creek Co., Columbus, Ohio, was in Chicago during the week on business. Mr. Heiner left this city Thursday for Detroit, where he will visit their branch office.

C. A. Bickett, president of the Bickett Coal & Coke Co., 405 Old Colony building, Chicago, is making a business trip throughout the east, especially Pittsburg. He is expected to return to Chicago in a few days.

W. R. Crowthers, of the Charleroi Coal Works passed through Chicago recently on a business trip to Kansas City. He reports that the miners who struck last summer have returned to work without an advance in wages.

Harry Pinger, city sales agent for the Crescent Coal & Mining Co., 303 Dearborn street, Chicago, had an operation performed on one of his eyes this week. He expects to be back in the harness again within a few days.

The Peabody Coal Co., which is building a railroad between Pawnee and Taylorville, has purchased ten acres of land two miles east of Nokomis, for twenty thousand dollars. The

company will sink a new shaft and locate a town on the site.

The Northwestern Retail Coal Dealers' Association has withdrawn its membership in the International Council of Coal Merchants. This gives Secretary Reeves full swing in securing new members in Iowa which he would not be able to do if he retained the membership of his association in the International Council.

Alexander B. Phillips, former secretary of the Cross Creek Coal Co., was dismissed by United States Commissioner Foot last week. The only witness for the government testified that he could not identify Phillips as the man who made the representations. On this showing Assistant District Attorney Robert Childs recommended the dismissal of the charge.

George S. Beeson, formerly auditor of the Sunday Creek Coal Co., and later auditor of the General Hocking Fuel & Imperial Mining Co., of Columbus, has recently accepted a position as auditor of the Jeffrey Manufacturing Co., of Columbus, Ohio, to take effect December first. Mr. Beeson is an old coal man and the trade wishes him every success in his new connection.

J. H. M. Claggett, of the Philadelphia & Reading Coal & Iron Co., Old Colony building, Chicago, was in Philadelphia last week in the hope of inducing the authorities to increase the car supply. He reports that the situation is acute and that there is very little hope of relief as the railroad authorities are doing all in their power to mitigate the strained conditions which are predominating throughout the country.

The E. Cockrell Co., Jerseyville, Ill., has sold its lumber and coal business to the Pollock Lumber Co., of St. Louis. The new firm will take charge November first. Mr. Cockrell has been in the lumber business in Jerseyville for almost thirty-five years and consequently is one of Jerseyville's best known and successful business men. Mr. Cockrell will continue in the elevator, grain and feed business.

The satisfaction and complacency of the state of mind of some of the coal operators this week is well described by the picture of one who was found on Wednesday morning sitting in his office under the breezes of an electric fan. The mellow weather outside, which had every appearance of a mid-summer day, did not make one feel that the fan was out of place, and it also tended to banish the feeling that coal would ever be needed again.

The Davis Railroad & Coal Co. has been sold to H. J. Poling of Dayton, Ohio, by W. L. Stolzenbach, trustee in bankruptcy, on November third. The sale was confirmed by Referee in Bankruptcy A. L. McCarty, at the conclusion of a hearing at which all of the creditors of the concern were represented. The property sold includes the mine located at Linden Tree, five miles east of Mineral City, Ohio, and a railroad from Mineral City to the mine. It is understood that the property was bought for Canton and Akron parties, who will begin to operate the mine at once.

The Union Pacific Coal Co.'s test of the Stevens fan recently, places it in the front rank of mine ventilators. One of the four-inch fans was installed last July in the company's No. 3 mine at Cumberland, Wyoming. The fan is being operated by a little 8x8 engine with a boiler pressure of ninety-seven pounds. When running the engine at 265 r. p. m. they obtained sixty thousand cubic feet of air per minute with a 1½ inch water gauge. They also report having no trouble whatever with the fan and that the bearings run cool and use very little oil.

Two frame sheds of the Miami Coal Co., Wood street and Blue Island avenue, were destroyed by fire last week. The loss was slight. Tramps sleeping in the sheds, it is believed, were responsible. A team of horses attached to the engine of company No. 23, which went to the fire, took fright and ran away. At West Eighteenth street and Blue Island avenue the engine struck a hole in the pavement and overturned. The horses were injured and it is believed they will have to be shot.

Burlington officials propose this year to put a stop to the practice of stealing coal from the lines and a full force of detectives will be employed this fall and winter in keeping a close watch of the coal cars handled by the road. Trouble is experienced every year by the railroads when the coal shipping season arrives by having coal taken from the cars while en route to their destination and while standing on side tracks. The coal usually taken is in small amounts, but in the aggregate amounts to many tons each year. Detective Agent Cooley is making preparations for a vigorous campaign against the coal thieves and will send special detectives over every line of the road this year.

J. W. Dawson, general manager, Kelly's Creek Colliery Co., Ward, W. Va., writes as follows under date of November second, 1903: "Our advertisement in your paper was not intended to cast any reflection on the jobbers of the middle West, most of whom I know to be of the very highest integrity and scrupulously correct in their business dealings, and with whom we do a large and very satisfactory business. There are, however, a few jobbers who have been selling other coals on the reputation of ours. As we incur heavy expense preparing our coal properly for the purpose of making it the best article, and have taken a great deal of pains in thoroughly introducing it, we do not propose to have the innocent dealer purchasing some other coal which is not as good, and after using it feeling that we have misrepresented facts in our advertisements, and that he has tried 'Ward Cast Iron Splint' and found it to be other than what we claim for it. For this reason we are determined to follow the matter up very closely and protect the dealer as well as the jobber in seeing that they get 'Ward Cast Iron Splint' when they order it through any channel, if they will keep in touch with us."

The controversy between the Pittsburgh Coal Co., and John S. Jones of the Jones & Adams Co., Old Colony building, Chicago, will not advance to its most interesting aspect until about the middle of December, when the matter will probably come up in court. Mr. Jones filed a bill last week in the Superior court for \$100,000 damages for libel against the Pittsburgh Coal Co., which recently filed a bill against Mr. Jones for \$75,000. It is claimed by the attorneys of the Pittsburgh Coal Co. that this amount of money is due said company in balancing the accounts between Mr. Jones and the Pittsburgh concern. Mr. Jones' attorneys, Messrs. Runnels & Burry, claim that the action of the Pittsburgh Coal Co. is a conspiracy intended to compel him to dispose of certain bituminous fields and also to injure his credit in the trade. They allege that Mr. Jones probably owes the company fifteen hundred or two thousand dollars, but could not make settlement since the statement of his account was not rendered. Attorneys of the Pittsburgh Coal Co., Cassidy & Butler, on the other hand claim that the charges are definitely stated in the bill which was prepared in their office and they have confidence in their ability to sustain them.





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**The Indiana Coal Operators' Association**

President, J. C. Golsem, Terre Haute, Ind.; Vice-President, Hugh Shirkie, Terre Haute, Ind.; Secretary and Treasurer, Philip Penna, Terre Haute, Ind.; Executive Committee, E. Shirkie, T. C. Keller, F. J. Urbain, Otto Heyden, John McFadyen, J. Smith Talley, Hugh Shirkie, J. K. Selfert, Job Freeman, John Hewitt, David Ingle and Martin Cahill.

**The Iowa Coal Operators' Association**

President, H. L. Waterman, Ottumwa, Iowa; Vice-President, T. J. Phillips, Ottumwa, Iowa; Secretary, John P. Reese, Albia, Iowa; Treasurer, E. C. Smith, Des Moines, Iowa; Commissioner, John P. Reese, Albia, Iowa; Executive Committee, Alex. Dargavell, B. C. Buxton, S. W. White, E. C. Smith and Samuel McClure.

**The Philadelphia Coal Exchange**

President, James Walker; Vice-President, George W. Edmonds; Secretary, Charles K. Scull; Treasurer, James M. Kelley.

**The Black Diamond Club, South Bend, Ind.**

President, Walter C. Miller; Vice-President, C. J. Gaskill; Secretary, D. R. Lontz; Treasurer, Lewis Kanouse.

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Entered at the Chicago Postoffice as Second Class Matter

ONE railroad, it is claimed, has sent out detectives to arrest the coal thieves. Does this mean that the railroad is getting ready to deliver full weight?

THE United States produces as much iron ore as the United Kingdom, Germany, Sweden and Austria-Hungary combined! What a joy to the coal man.

**The Cycle of Prosperity.**

In the last analysis the great wealth of the country comes from the soil. We are therefore, always gratified to know that crops are good and that money will be easy. The coal trade always gets more than a corresponding amount of benefit from a successful and prosperous year. Soon Thanksgiving time will be here and we will be taking an inventory of the amount of progress we have attained. It is claimed that we have a three thousand million dollar corn crop. In the case of iron and steel the mills could sell twice their daily output. The product of a hundred thousand factories has swelled the freight tonnage eighty-five thousand million and we are just on the eve of a car famine. The four largest railroads have ordered forty-four thousand cars and 380 new locomotives, but this will not suffice for the constantly increasing demand. The transportation of one thousand million dollars worth of corn alone is no small matter. Another railroad system has let contracts to the amount of twelve million dollars for new rolling stock, but the car equipment companies are months behind on their orders.

**Increasing the Car Supply.**

It is claimed that there are sufficient freight cars now in service to promptly handle the freight of the country. It is also asserted that the average car loafs twenty-three hours out of twenty-four. If some system could be devised to make the cars work practically all the time the coal trade would not suffer for want of transportation. Both shippers and the railroads are to blame for the slow transit of cars. Demurrage does not kill delay in loading and unloading. Another instance which should have attention is the eagerness of certain shippers to supply raw materials far beyond the temporary demand. There are times, of course, as before the holidays or previous to a threatened strike, when this is permissible, but there is no reason why shippers should be permitted to load up their customers above the normal demand just to procure a larger sale of their product. The detaining of a car which has been partly loaded until the balance is ready is another cause which ties up thousands of cars. Cars which need repair often stand around yards for weeks before being placed into the shops. In many cases they could be repaired on the sidings and much time saved. The railroads should plan during busy times to accelerate the repair of such cars and send them out promptly where they are most needed. Cars of undesirable capacity also tend to delay shipments. It is a common complaint that car distributors do not keep in close enough touch with shippers in order to know best what kind of cars will serve their purposes most efficiently. It happens frequently that a car is supplied which is too large for the purpose and a large amount of capacity is wasted. These are all small things, but when you take into consideration the tremendous amount of rolling stock in this country, a saving of a little here and there means a vast amount of utility *in toto*. It is claimed that the interest on the money value of the freight while in transit in this country is over twenty-three million dollars. It therefore is obvious that a little cut is worth while. The roads claim they have ordered a large percentage of equipment, but how much greater this is than the number of cars which go to the scrap heap is not a matter of record.

**Food and Coal.**

Coal comes from Mother Nature's laboratory unadulterated. Fuel, food, clothing and light form eighty per cent of the expenses of the average American family. About eight per cent is given up for fuel and fifty per cent for food. When it is known that seventy-five per cent of all the food stuffs imported into the New York market are adulterated we have just reason to get interested. No doubt the weekly journals have done more to correct this great injustice than any other force at work in society. The *Ladies' Home Journal* and *Collier's*, as well as *Harper's Weekly* and other magazines, should be highly commended.

It is known to the chemist that a large amount of vanilla extract formerly sold was made out of coal tar. The New Haven agricultural station in 1902 found that of ninety-four samples of catsup, there were eighty-four which contained chemical preservatives, colored with coal tar dyes. By the most ingenious processes of the adulterator it is said that fifteen-year-old whiskey can be made in eight minutes. The list of adulterations is a long one. It is claimed that ten per cent of all food stuffs consumed by the American people are adulterated. The annual food bill of the nation is about 4,500 million dollars. This means that we are paying 450 million for adulterations which generally are injurious to the body, affecting the mind and causing sluggish thinking, thus greatly hindering the progress of the nation physically and mentally. The coal dealer has just reason to be proud of his vocation. He delivers the pure article just as nature made it.



# Application of the Interstate Commerce Act to Shippers.

## Restrictions Upon Court Action.

Certain restrictions are placed, however, upon the action of the court, viz.: That the act to expedite hearings in cases in equity apply, which requires three circuit judges or two circuit judges and a district judge to pass upon applications for injunction, and prohibits interlocutory injunctions upon less than five days' notice to the Commission. Appeals lie directly to the Supreme court of the United States, and such cases are given precedence over all other cases except cases of a similar nature and criminal cases.

There are many wise and salutary provisions in this bill which are valuable aids to the Commission and to litigants in the ascertainment and determination of the facts necessary to a proper execution of the foregoing powers. As an example:

Copies of all schedules, tariffs, agreements, reports, statistics and the like on file with the Commission are made competent evidence and prima facie of what they purport to be. The Commission is authorized to require uniform accounts and records to be kept by the railroads and annual reports thereof, or monthly reports or special reports covering particular affairs to be made to the Commission, with the most elaborate showing of everything pertaining to the entire operation and finances of the railroad. Other accounts and reports are prohibited under penalties, and there are penalties for falsifying the accounts. The Commission is authorized to appoint inspectors and examiners, who may swear witnesses and take evidence, and who may at any time examine into any part of the records of any railroad or corporation subject to the provisions of the act and thus enable it to secure accurately at first hand information not colored by adroit and willing witnesses. This will much lighten the work of the Commission and will enable complaints at the expense of the government to have the Commission secure all that character of information that is necessary to enable it to perform the duty of determining the facts in each particular case, which heretofore it has been next to impossible to prove.

One of the most important provisions of this act is that it requires the giving of through bills of lading and makes the initial carrier liable for all damages to the goods, with the right to recoup against the connecting carrier upon which line the injury happened.

The commission is increased to seven and their salaries to \$10,000 per annum, a very merited advance. The law ought, in justice, to have made some other advances in salaries—for example, the secretary, assistant secretary and solicitor.

Excepting out of this review the pipe lines, it seems to me the provisions of the law are clearly within the limits of the constitution.

## Wherein the Law Could Have Been Better.

The new law, in every particular and in every provision, is an advancement over the previous law, strengthening it, making it better, and conferring the express power upon the commission to prescribe the rates, regulations and practices. It takes no backward step. I consider it an excellent law. The only particulars wherein I think it would have been more beneficial, as it appears to me, are:

1. It would probably have been better had it given the Commission the power to prescribe absolutely the differential or relation of rates in place upon a line of railroad as between the places which it serves and as between the commodities which it carries, without fixing the rate itself, or without the indirect method of an order to "cease and desist." Practice, however, under this law may show that the same thing has been accomplished by the provision which gives the commission the power to "make an order that the carriers cease and desist from such violation to the extent to which the commission finds the same to exist." If in a case where the commission finds there exist discriminations or preferences

in the rates on co-related commodities—for example, wheat and flour, corn and cornmeal, live stock and dressed meats, or any such co-related commodities—it makes an order that the carrier "cease and desist" such discrimination or preference, and the penalty for violation of such an order shall be enforced, then of course no further provision upon that subject would be absolutely necessary. It appears entirely plausible that the commission should adopt that theory and that the courts would sustain it as being clearly within the commission's power. Should it be held otherwise, however, the law could be further amended to give the power to fix the relation of rates directly. It is admittedly true, however, that the commission may correct the discriminations and preferences by fixing the maximum rates; and it is also true that the railroads might, if they see fit, reduce one of the rates and not the other below the maximum fixed, and thus avoid the effect of such order of the commission, unless the power to make an order to "cease and desist" would enable the commission to control it. It seems probable that it would.

2. The commission should probably have been given the power to proceed without complaint upon its own motion as well in making an order as in making an investigation. It may investigate without complaint, but can make no binding order without complaint.

3. The other particular in which it appears that this law could be materially benefited (though perhaps better by an independent bill) is to provide for the valuation of the railroad properties under the direction and supervision of the commission. It is true that the commission, in order to determine whether the rates are reasonable, may inquire into the value of the property as one of the factors in any case, but that has proven entirely unsatisfactory for the want of reliable and satisfactory evidence upon the subject, and in almost every case it has been left to the mere guess; and the commission has practically abandoned that effort, and will have to continue to perform its duties without this important knowledge of one of the principal factors in the equation, unless the government provides for the valuation of railroad property. I shall not attempt to make an argument upon the subject, as that would require too much space, but it seems to me the argument has all been on the side of obtaining said valuation. Senator La Follette made a very exhaustive and learned address in the senate covering the particular subject in detail, which every one interested in the subject should read. Of course, it will often happen that in determining what rate ought to be prescribed the question of valuation will be practically unimportant, but when it comes to the people being able to know what returns the railroads are making upon their actual investment in order to be able to determine the extent to which they ought to be regulated, or to determine the fairness of the schedule of rates as a whole, the valuation is of prime importance, as it is always an important fact for the commission to have before it. I should say it is of as much or more importance for the purpose of informing the public and for their protection than it is to enable the commission to fix a particular rate on a particular class or commodity. I do not, therefore, entirely agree with Senator La Follette that valuation is of such vital importance in fixing a particular rate.

## Manner of Enforcing the Law.

The most important question now is, the manner of enforcing the law. The commission will no doubt be alive to this feature, and, with the new powers at its command and the addition to its numbers, be better able to expedite the disposition of cases before it. It must not be expected that every complaint is a just one, and the public should receive with patience adverse decisions, but it will not be patient; and the result will be that the public will be disappointed, not because the law is wanting in fixing the legal duty of the carrier or in giving to the commission powers sufficient, but because of the

impossibility of promptly satisfying the thousands of complaints that will be filed as soon as the new law becomes effective.

One thing can be said which ought to satisfy those who desire to remedy rate abuses by suits in court, and that is, that remedy is complete to enforce any order of the commission, should the carriers take chances on the penalty to violate an order of the commission.

## Jurisdiction of U. S. Courts.

In several instances United States courts have exercised jurisdiction of matters relating to interstate commerce which do not fall within or are permissible under the terms of the law. Such action by the courts is based upon a portion of the law—found in section 22, reading: "Nothing in this act contained shall in any way abridge, or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies"; or under section 9, of the act, by which one claiming to be damaged by a carrier subject to the law may bring suit in any district or circuit court of the United States, of competent jurisdiction. If one elect to proceed before the court he cannot prosecute the carrier before the commission for the same cause of action.

## Criminal Proceedings.

For violation of the new provision regarding the issuance of passes, a common carrier is guilty of a misdemeanor, and on conviction is subject to a penalty of not less than one hundred dollars, nor more than one thousand dollars, for each offense. Should one who is not entitled to a pass or free transportation use or accept same he is subject to the same penalty. The jurisdiction of the United States court to hear and determine a matter of this nature is the same as under the Elkins law, being any court of the United States having jurisdiction of crimes within the district in which such violation was committed, or through which the transportation may have been conducted, and if the offense is begun in one jurisdiction and completed in another, it may be considered by the appropriate court in either jurisdiction.

A common carrier (or if a corporation, a director, officer, receiver, trustee, lessee, agent, or person acting for it) who, either alone or with another shall (a) wilfully do or cause to be done, or (b) wilfully suffer or permit to be done any act, matter or thing prohibited, or declared to be unlawful, or (c) shall wilfully omit or fail to do any act, matter or thing required by the act to be done, or (d) shall cause or wilfully suffer or permit any act, matter of thing directed or required to be done not to be done, or (e) shall aid or abet such omission or failure, or (f) shall be deemed guilty of any infraction of the act shall be deemed guilty of a misdemeanor and subject to a fine not to exceed five thousand dollars. Such cases are to be tried before the district court of the United States within the jurisdiction within which the offense was committed. If the offense be unlawful discrimination in rates, fares and charges, one convicted is liable, in addition to the fine, to imprisonment for two years in the penitentiary.

A common carrier, or if a corporation, its officer or agent, who shall knowingly and wilfully suffer or permit any one to secure transportation at less than the established rates by means of false classification, false billing, false weighing, or other device or means shall be deemed guilty of a misdemeanor and conviction in a court of competent jurisdiction within the district where the offense was committed, subjects the offender to a fine of not exceeding five thousand dollars and imprisonment in the penitentiary for a term not exceeding two years, or both. A shipper who secures reduced transportation charges by any of the same means is deemed guilty of a fraud, which is declared a misdemeanor, and upon conviction in a court of competent jurisdiction within the district where the offense was committed is subject to the same punishment.



## Record Breaking Shipment.

A remarkable case of dispatch in shipping coal at this time of car shortage may be of interest. The following correspondence and news item will give full particulars of how an order for twenty cars of coal was filled in three days and the coal transported from an Illinois mine to Nebraska.

FREMONT, NEB., October 30, 1906.

Editor of THE BLACK DIAMOND,  
1155 Old Colony building,  
Chicago, Ill.

Dear Sir:

We notice that for the last six to eight weeks your paper has contained several accounts of the inability of mines to secure cars, and of the poor service of most of the roads in handling shipments of coal, but we wish to cite you to one instance, which has never before been equaled in our twelve years' experience in the wholesale coal business.

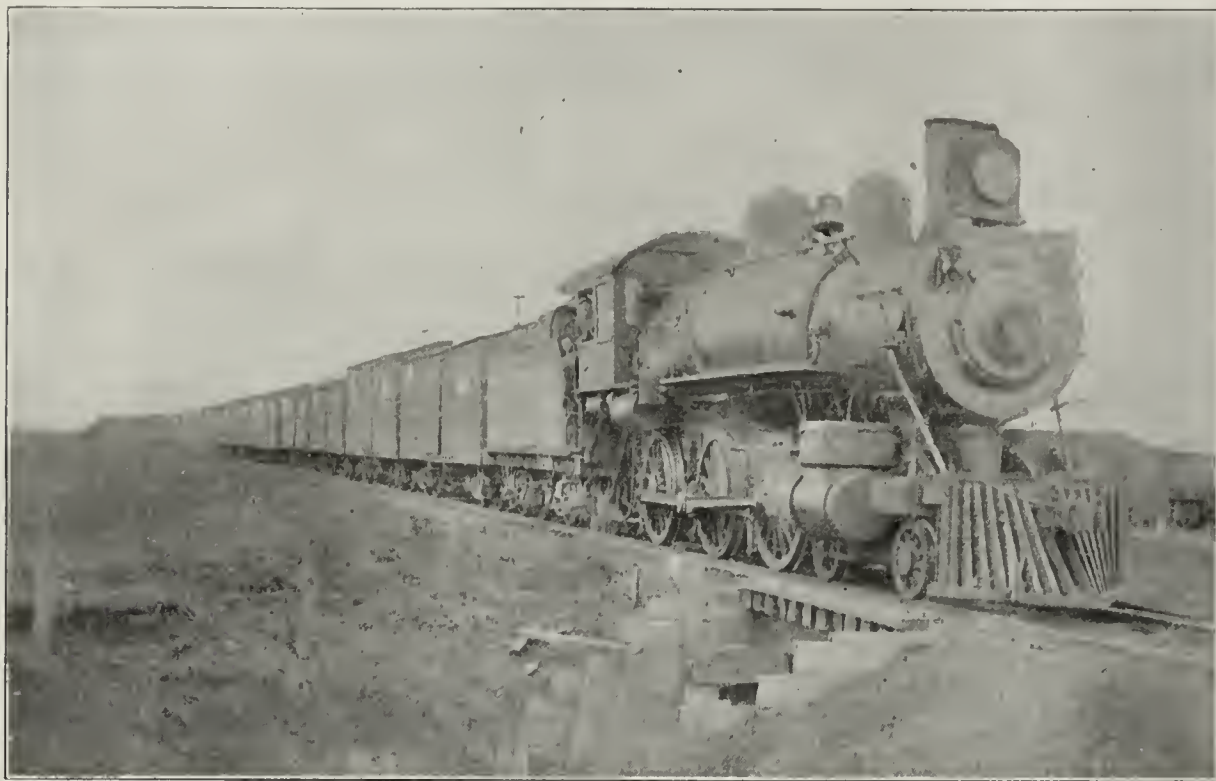
On the twenty-fifth of this month we mailed an order to the Spring Valley Coal Co., of Chicago, Ill., for twenty cars of chunks to Fremont,

sent to Nebraska dealers who have been clamoring for them.

It is asserted by dealers that there is no danger of a famine in Fremont. Local dealers are well supplied at present.

### No Hope For Better Car Service.

Tonnage is accumulating along the lines of the western railroads a great deal faster than any of them can move it, and officials have practically abandoned the idea that they will ever be able to cope with the increasing demand of shippers for cars as long as present conditions exist. The extraordinary prosperity which the west is enjoying as a result of the enormous crops and comparatively high prices for all grains, is responsible for a major portion of the western business expansion. The upbuilding of the west has been more rapid than the expansion of the rail-



North-Western Special Coal Train.

Neb., for distribution to points beyond. The coal was all loaded on Saturday, the twenty-seventh and left the mine Sunday morning in a solid train, reaching Fremont about four p. m., October twenty-ninth. It is very gratifying to a coal dealer to know that there is at least one mine that can secure the cars, and also one railroad company that is willing to furnish a special train to handle shipments.

Yours truly,

CONSOLIDATED FUEL CO.,  
W. R. Brooks, Manager.

Comment by the *Evening Tribune*, Fremont, Neb.:

A Fremont firm at four o'clock yesterday afternoon received a record-breaking shipment of twenty cars of coal for Nebraska towns which have been threatened with famine and the serious situation that has been confronting some dealers will be relieved for the present at least. Having placed the order last Friday afternoon the Fremont firm received the big consignment of bituminous substance at four o'clock yesterday afternoon. It came by special train all the way from Spring Valley, Ill.

Grain dealers, coal dealers and others who have had experience with "rush" shipments during the present car famine will appreciate in some measure the remarkable features of such a movement of coal.

The twenty carloads came direct through by special train which pulled into the Fremont yards of the North-Western. Without unloading here the coal was at once apportioned and the cars

roads, although they can take the greatest credit for such a situation. It is generally conceded in railroad circles that the most of them have not enough tracks with which to handle the freight, to say nothing of the lack of equipment. Concerning the latter, there is not a railroad in the country of any prominence that has rolling stock enough to take care of the business offered, and the situation is steadily growing worse. All of the leading lines have made demands on the car builders for new equipment of various kinds, but there is no hope on the part of the railway people of getting quick deliveries any more than there is any expectation on the part of the builders to meet the demands upon their shop capacity for turning out cars.

As the winter approaches the general railway situation is expected to grow worse in several ways. Cold weather will reduce the efficiency of the motive power and aid in the congestion of the freight yards and sidings. On the other hand, there is sure to be a growing inquiry from the interior for all classes of manufactured goods from the agricultural districts. Manufacturers are as much puzzled at the outlook as the railroad people and are wondering how they will be able to cope with the situation if it continues to expand. In well informed circles it is stated that manufacturers of all kinds have enough business booked to insure prosperity for 1907 and that at the earliest 1908 would not be a bad year for the railroads should a retrograde movement in business soon start.

## Causes of Mine Accidents.

When we enumerate the casualties in mining, and deduct from the total those resulting from natural causes there remains a surprisingly large number of accidents which might have been avoided had the necessary precaution been taken by the unfortunates.

While it is generally believed—and statistics attempt to prove the theory—by far the larger ratio of accidents in mines are due to falls of ground. These casualties are inevitable, yet their frequency may be lessened by greater care on the part of the miner to sound the walls and roof and using sufficient timber.

Another cause to which is attributable an unusually large number of accidents is explosion. Often a bad fuse may be the trouble maker by causing a premature explosion. Sometimes a fuse will be ignited accidentally, perhaps by a miner's candle or pipe. Imagine also a miner attempting to clear a hole which had been fired but had not done duty, and of tamping a charge, in both instances using a steel drill! Of course, the work cannot be done by the same man, and the probability is that if either had lived he might be maimed for the remainder of his life.

The dynamite thawing tragedy needs no press agent; it has been seen at nearly every mining camp.

Falling down a shaft, resulting invariably in death, is often due to negligence on the part of the miner. In his daring a miner will defy the laws of gravitation and equilibrium by descending in a bucket, or car, without sufficiently supporting and safeguarding his body, or he will slide a ladder to his doom.

Suffocation, either from the fumes of explosives or inadequate ventilation of underground workings, is less frequent now than formerly. There is no doubt that the educational propaganda, "first aid to the injured," has greatly reduced the number of deaths among miners.

Besides the causes of accidents enumerated above there are a multiplicity of others. For instance, serious injury is sometimes obtained by an incautious miner who picks sawdust out of detonators, or uses unnecessary force in pushing the fuse into a detonator. Jamming fingers by machine drills is a common cause of pain and inconvenience. On the surface men will sometimes get pinched by cog wheels and other parts of machinery in operation. A curious accident is cited by the inspector of mines of Western Australia; it was due to an Italian drinking caustic soda from the tanks used to store it. The tanks, by the way, were difficult to climb, and the precaution had been taken to mark them "caustic soda."

It would probably be a good idea if mine managers posted a list of "Don'ts" at convenient places above and underground, so that the miner would become accustomed to practice greater care to safeguard himself and neighbor while attending to his duties.

## Foreign Freight Rates.

W. W. Battie & Co., Produce Exchange, New York, reports as follows:

There were no reported fixtures for export coal during the past week, and tonnage for the first half of November loading is almost impossible to obtain.

Rates hold firm at about quotations given below.

We would quote freight rates by steamer, as follows: \$1.50@1.55 to Havana or Matanzas; \$2@2.10 to Cardenas or Sagua; \$1.65@1.75 to Cienfuegos; \$1.75@1.85 to Daiquiri; \$1.85@1.95 to Santiago; \$1.80@1.90 to Colon; \$1.90@2 to Port of Spain, Trinidad; \$2@2.10 to St. Lucia; \$1.75@1.85 to St. Thomas; \$1.95@2 to Barbados; \$1.70@1.80 to Kingston; \$1.45@1.55 and p. c. to Curacao; \$2 to Guadaloupe; \$2.60 to Demerara; \$1.90@2 to Bermuda; \$1.75@1.85 to Vera Cruz; \$1.75@1.85 to Tampico; 17@18s to Buenos Ayres; 18@19s to Rosario; 17@18s to Rio; 18@19s to Santos; 12@13s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$6.50 and discharged to Manila; \$6.75 to Japanese ports.



## How to File Claims.

How complaints concerning unreasonable freight charges or discriminations against shippers or localities may be most expeditiously brought to the attention of the Interstate Commerce commission and redress secured under the new freight rate law, which took effect August 28, is an inquiry that is daily being made at the commission's headquarters.

### Who May File Complaint.

Under the rules of practice adopted by the commission "any person, firm, company, corporation or association, mercantile, agricultural or manufacturing society, body politic or municipal organization, or the railroad commissioner or commission of any state or territory may complain to the commission by petition of anything done or omitted to be done, in violation of the provisions of the act to regulate commerce by any common carrier or carriers subject to the provisions of said act." Where a complaint relates to the rates or practice of a single carrier no other carrier need be made a party to the proceeding, but if it relates to matters in which two or more carriers engaged in transportation by continuous carriage or shipment are interested, the several carriers may be made joint defendants in a single petition. In many cases, however, it will not be necessary to go so far as to file a formal petition, and it is an interesting fact that during the period since the commission was first organized more than one-half the complaints received have been settled satisfactorily to the complainant as the result of correspondence and without the formality of a hearing.

### Informal Complaints.

The first step to be taken by anyone having a complaint of any kind to make to the commission is to address a letter to Hon. Martin A. Knapp, chairman, stating as briefly as possible the specific grounds of the complaint, whether the freight rate or the classification is the basis of the grievance and showing by comparison with other rates the discrimination against the individual or locality. As soon as this statement is received by the commission it will be referred to the auditor, who keeps a complete set of the freight tariff schedules of all the common carriers throughout the country, and he will check up the rates quoted in the complaint and make a report to the commission regarding the justness of the charges against the carrier in question. A summary of the complaint, together with a copy of the auditor's report, will then be served by the commission upon the defendant carrier, and a copy of the auditor's report will also be forwarded to the complainant.

In a majority of cases the carriers, upon receipt of the complaint and the auditor's report, promptly suggest to the commission an adjustment of the rate or classification complained of, and if this adjustment is approved by the commission the complainant is usually advised to accept it and the case is thus closed. It will be noted that in all such cases the expense to the complainant is limited to the time and labor of writing a letter or two. There is no fee for filing the complaint with the commission.

### Form of Petition.

In the event, however, that the answer of the carrier to the informal complaint is not satisfactory to the commission the complainant is notified to that effect, and if the commission regards the grievance as well founded the shipper is requested to file a formal petition. This petition need not be drawn by a lawyer, but may be prepared by the shipper in accordance with the following form:

A. B.  
The ——— against  
Railroad Company. }

The petition of the above named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business).

II. That the defendant above named is a common carrier engaged in the transportation of passengers and property by railroad between points in the state of ——— and points in the state of ———, and as such common carrier is subject to the provision of the act to regulate commerce, approved February 4, 1887, and acts amendatory thereof or supplementary thereto.

III. That (here state concisely the matters intended to be complained of. Continue numbering each succeeding paragraph as in Nos. I, II, and III).

Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that after due hearing and investigation an order be made commanding the defendant to cease and desist from said violations of the act to regulate commerce, and for such other and further order as the commission may deem necessary in the premises. (The prayer may be varied so as to ask also for the ascertainment of lawful rates or practices and an order requiring the carrier to conform thereto. If reparation for any wrong or injury be desired, the petitioner should state the nature and extent of the reparation he deems proper.)

Dated at ———, ———, 190—.

A. B.

(Complainant's signature.)

In case the complainant is in doubt as to his ability to draft a petition in proper form he is at liberty to apply to the commission, stating any pertinent facts not included in his original complaint, whereupon the secretary of the commission will draw the petition and forward it for the complainant's signature. A copy of the petition is then served upon the defendant carrier, who is granted twenty days in which to file a formal answer. Upon receipt of the carrier's response the issue is joined and the commission will proceed to assign a time and place for hearing the case. Oral hearings usually take place at the commission offices in Washington, but the testimony of any witness may be taken by deposition at the place of his residence, before any court official or notary authorized to administer an oath. Reasonable notice must be given in writing by the party, or his attorney, proposing to take such deposition to the opposite party, or his attorney of record, stating the name of the witness and the time and place of the taking of the deposition. The object of this notice is to permit the opposite party, either in person or by his attorney, to be present at the taking of the deposition for the purpose of cross-examining the witness. The complainant is thus enabled to file his formal petition with the commission and to submit his evidence in support thereof without leaving his place of residence; but of course he may find it desirable, either personally or by attorney, to be present at the taking of the depositions of the defendant carrier, which may be taken at the latter's general offices in another city.

After all the testimony in the case has been taken, either orally or by deposition, both parties may file briefs if they desire or if called upon to do so by the commission. When this has been done the case is taken up by the commission and considered until decided.

### Facts to Be Proved.

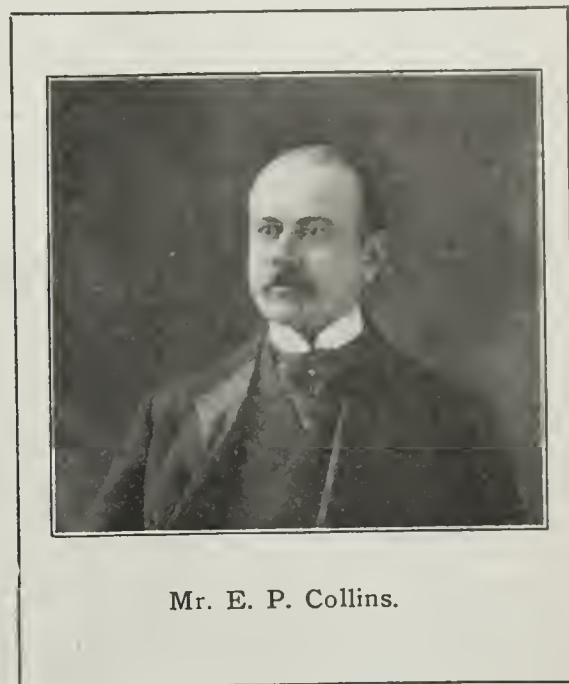
It should be borne in mind that under the rules of the commission the complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. The carrier must also prove the facts alleged in the answer unless admitted by the petitioner, and must fully disclose its defense at the hearing. Evidence in rebuttal, either oral or by deposition, may be submitted by either party under the same conditions governing evidence in chief. In case of failure to answer on the part of the defendant carrier the commission will take such proof of the facts as may be deemed proper and reasonable, and make such order

thereon as the circumstances of the case require.

While the Interstate Commerce commission sits as a court to try cases presented to it in accordance with the rules of practice above set forth, it maintains an office staff whose duties require them to assist all complainants in properly presenting their cases. In some instances the commission assigns its own special agents to investigate the allegations of complainants, and it will thus be seen that while every effort is made to deal out equal justice to all parties the humblest retail merchant in the country is accorded the same degree of consideration by this important tribunal as is granted the greatest railroad corporation.

### Mr. Collins Goes to Baltimore.

Mr. E. P. Collins has just been announced as manager of the Baltimore office of the Consolidation, of The Fairmont and Somerset Coal Companies. Mr. Collins comes from the New York offices of the companies, where he was one of the most popular men in the trade. He has taken hold of his new duties in his accus-



Mr. E. P. Collins.

tomed vigorous fashion and has already made many friends.

The position to be filled by Mr. Collins was left open by the promotion of Mr. C. von H. Kalkmann to become assistant general manager of sales of the three big companies. Mr. von Kalkmann has but recently returned to his duties after a severe illness, and his promotion as assistant to Mr. F. W. Wilshire, the general manager of sales, is in the nature of a recognition of his services at the head of the Baltimore office.

A New York contemporary in an item states that it doesn't think much of letters of commendation and pays no attention to them. This is plainly a case of "sour grapes." All of us have noticed the little fat boy who vows he never did care for nice things in the shop-keeper's window simply because he knew there was no possibility of his ever possessing them. A local clipping bureau sheet echoes the sentiments of the eastern paper and for the same reason. The Sage of Springfield would probably have to employ a corps of detectives to find a dealer who would be willing to write a letter of commendation for the paper referred to. Our misguided friend in New York should be the last one to criticise any paper until it removes the canard which appears at the head of his editorial page every week. This prevarication says that our sour grapes friend in the east edits "the only newspaper in the United States entirely devoted to the interests of the coal trade." Weber and Fields should add this to their repertory of jokes. The coal trade at least would enjoy a laugh.



# Screenings from the Coal World.

## Fifty-Two Million Cubic Feet of Timber for the Anthracite Mines.

Comparatively few persons consider the immense amounts of timber which are used underground in the large mining industries. The United States geological survey has co-operated to secure statistics in regard to the total amount used in the year 1905.

The figures for the anthracite coal industry of Pennsylvania, just issued, show that reports were received from two hundred and sixteen collieries, producing approximately eighty-three per cent of the total anthracite tonnage of the United States, and estimates were computed for the remaining seventeen per cent, using as a basis the reports received.

So far as reported the kinds of wood have been tabulated separately, but in many cases the operators were unable to furnish information in regard to the quantity of each species used, and it has therefore been necessary to classify a large amount as "mixed" or "miscellaneous."

Of the species used for round timber, yellow pine, of which a large amount is loblolly pine from the south, ranks first. Oak ranks next, but furnishes a much smaller proportion according to the reports. The oak would unquestionably be increased if the large items reported as "mixed hardwoods" and "miscellaneous" could be separated into species, and it is not improbable that oak would then displace yellow pine in rank.

### ROUND TIMBER.

Kind.	Cubic Feet.
Yellow Pine	9,250,000
Oak	6,220,000
Hemlock	1,180,000
Pitch Pine	590,000
Chestnut	444,000
Beech	236,000
Jack Pine	165,000
Spruce	115,000
Mixed Hardwoods	10,263,000
Mixed Softwoods	477,000
Miscellaneous	23,500,000
Total	52,440,000

For sawed timber, hemlock holds first place in quantity, while yellow pine ranks next. The amount of oak reported is doubtless too small, but an explanation is found in the classification for "mixed hardwoods" and "miscellaneous," which contains 37,000,000 feet board measure, of which probably a large amount is oak.

### SAWED TIMBER.

Kind.	Board Feet.
Hemlock	63,600,000
Yellow Pine	14,200,000
Oak	2,860,000
Maple	1,740,000
Spruce	371,000
White Pine	328,000
Pitch Pine	84,000
Mixed Hardwoods	28,642,000
Mixed Softwoods	1,370,000
Miscellaneous	8,370,000
Total	121,656,000

The results of the tabulations show that 121,565,000 feet board measure of sawed timber (equivalent to 10,300,000 cubic feet) and 52,440,000 cubic feet of round timber were used during 1905.

The total value of the sawed timber was \$1,842,000, or fifteen dollars per thousand feet board measure. The total value of the round timber was nearly double that of the sawed timber, being \$3,468,000, or \$6.60 per hundred solid cubic feet—the approximate equivalent of the average standard cord of the round and sawed timber combined was \$5,310,000, or about eight and one-half cents per long ton of coal mined, using as a basis for the calculation the production in 1905—in round numbers 61,000,000 long tons.

## Another Big Coal Vein.

Simultaneously with the discovery of a bed of coal at Draper colliery of almost fabulous value there has been discovered a vein of coal on Shark mountain, near Port Carbon, said to be worth many thousands of dollars. Anticipating the discovery of valuable coal a new breaker has been built and a branch of the Reading railroad already has been constructed into the Slattery lands.

## Output New River District.

The following table shows the output of coal in the New River district for the twelve months, August, 1905, to August, 1906.

The total output of coal from the seventy-one operations embraced in this field was 5,518,322 tons for the year. The coke shipments for the same period amounted to 10,908.

The twelve operations now controlled by the S. Dixon interests furnished nearly one-third the entire output of coal in the district, the shipments from these mines amounting to 1,793,630 tons.

The half dozen mines of the Smokeless Coal Co., now controlled by the Wittenberg interests, furnished 606,595 tons.

The output of the McKell mines amounted to 506,405 tons. The three Minden mines of the Berwind interests produced 383,365 tons.

Following is the tonnage for the year of the different operations embraced in the New River district:

Kind.	Tons.
Hemlock Hollow	71,270
Greenwood	100,720
Quinnimont	64,710
Glendale	28,170
Laurel	29,010
Cranberry, 5 months	13,580
Beckley	114,670
Mabscott	77,180
Home, 5 months	2,140
Raleigh	181,165
Blue Jay, 7 months	5,860
Piney, Nos. 1, 2, 3	142,750
Lanark	56,510
Stonewall	29,280
Wright Nos. 1, 2	84,035
Terry	43,785
Royal	40,150
Ridgeview	18,830
Ephraim Creek	133,390
Alaska	45,950
Beechwood, Nos. 1, 2	95,200
Stone Cliff	17,020
Graham	59,720
Oswald	58,210
Sidney, 11 months	37,380
Kilsyth	221,070
Price Hill, 5 months	13,925
Sugar Creek	110,105
Macdonald	85,810
Turkey Knob	61,525
Dun Loup Nos. 1, 2	151,625
Derryhale	95,855
Sun Nos. 1, 2	269,475
Collins	242,635
Laura	34,170
Star	124,995
Harvey	93,895
Prudence	114,845
Dunglen	27,400
Newlyn, 9 months	15,500
White Oak Fuel Co.	594,195
Big Bend	12,495
Echo	39,654
Central, 7 months	2,590
Fire Creek	10,500
Kohinoor	21,135
Victoria, 11 months	36,460
Keeney Creek	33,730
Nuttall	35,828
Blume	65,180
Rothwell	33,730
Smokeless	55,275
Ballenger Nos. 1, 2	69,225
Boone	28,935
Fayette	29,620
Manufacturers & Consumers	31,760
Michigan	25,735
Elmo	18,950
Sunnyside, 10 months	8,455
New Castle	15,575
Ansted	170,540
Minden, Nos. 1, 2, 4, 5	383,365
Thurmond, Nos. 1, 2	102,375
Rush Run	86,435
Red Ash	111,045
Brooklyn, 11 months	25,365
Cunard, 11 months	27,765
Chapman, 11 months	57,655
Brown	62,080
Kaymoor, Nos. 1, 2, 11 months	96,810
Cataract, 11 months	12,075

## Coal \$45.98, Freight \$79.42.

Members of the city council at Hobart, Okla., are complaining that the railroads in that part of Oklahoma charge excessive freight rates on shipments of coal. The matter will probably be brought to the attention of Attorney General Cromwell in his investigation of the railroads of Oklahoma. It is claimed that the city fathers recently ordered a car load of coal from the mines at South McAlester. The value of the car load was \$45.98 and the freight charges amounted to \$79.42 or nearly double the value of the coal.

## Burns 1,200 Tons of Coal Daily.

In the case of the great Cunard line turbine ship *Lusitania*, which was launched at the Clydebank yard of Messrs. John Brown & Co., Ltd., on June 7, an advance has been made in size and power—especially in power—which will probably keep her at the head of the procession for several years to come, excepting simply her sister ship, the *Mauritania*, in progress in the yard of Messrs. Swan, Hunter & Wigham Richardson, Ltd., at Newcastle-on-Tyne. Both ships will be practically alike. In bare figures the *Lusitania* presents herself thus:

Length	790 feet
Breadth	88 feet
Depth (molded)	60 feet
Gross tonnage	32,500 tons
Displacement tonnage	45,000 tons
Load draft	27 feet 6 inches
Height of funnels	155 feet
Diameter of funnels	24 feet
Height of masts	216 feet
Horsepower	65,000

The largest horsepower afloat up to the present does not much exceed half that of the *Lusitania*, which latter, at a minimum, will be sixty-five thousand. Since the ship has four separate propellers, each of these will have to absorb, say, sixteen thousand five hundred horsepower. The steam consumption of the *Lusitania* turbines may probably be taken fairly at fifteen pounds per horsepower per hour. This gives for sixty-five thousand horsepower no less than four hundred and thirty-five tons of steam an hour, and probably not much less than fifty tons of coal in the same period, or, say, twelve hundred tons a day of twenty-four hours. It is not remarkable that the engine and boiler room crews number four hundred men.

## Continuous Weighing Machine.

The Aldrich Mining Co. in Alabama has a system of continuous weighing and dumping that has proved very efficient. As now operated, the train of loaded cars is hauled to the dump, and stops for a moment with the motor on the tippie (the trolley wire running through it) and the first car on the weighing scale. As each car is weighed, the motor moves forward, bringing the car on the tippie where it is automatically caught and dumped. At the same time the next succeeding car is being weighed. One man, by means of a lever, can dump the cars and attend to the weighing while the train of cars is in slow motion, without stopping them at all. After the rotation of the tippie has been started, the remainder of its movement is automatic; it revolves completely, returning to its original position. At no time during the dumping of the entire trip are any of the cars disconnected, this being made possible by fastening the links which form the coupling to an eyebolt acting as a swivel. This tippie will dump seven cars per minute.

## The Rope Formula.

It is a mistake to think that a hoisting rope will always conform to rope formulas. Many well made ropes have failed after two or three weeks' service, even though they were not worked at more than one-tenth their safety factor. Some ropes have broken at their largest section, and their theoretically strongest part. One one and one-half inch rope broke from its own weight without the cage. These instances have led to an abandonment of the "area of full section" theory, as well as lessened the belief in the "added area of each wire" theory of rope strength. A rope should not be considered as a solid bolt, nor as a number of rods in a spiral bundle; nor is it correct to believe that the decreased strength of the rope is due to surface wear only. Practice shows that the greatest factor of weakness is due to the brittleness of the wires owing to reversal of stresses. If broken wires are examined, it will be noticed that most of them are nearly full section, while if the break were due to tensile action, the wire would be pulled to a fine point.



# General Coal Trade Notes.

## Ohio Notes.

The equipment of the Charleston, S. C., navy yards with a new coal-handling apparatus has been awarded to the Jeffrey Manufacturing Co., of this city, the contract amounting to \$19,243.96.

W. S. Longsdorf, a member of the local office force of the Northern Fuel Co., has just received notice of his appointment as deputy U. S. consul at Yokohama, Japan. Mr. Longsdorf is twenty-three years of age, a graduate of the University of Kentucky. He will leave for the scene of his new duties within a few weeks.

A report filed by the New Pittsburgh Coal Co. for the third quarter of 1906 shows a substantial increase in earnings. Up until October first the company has mined during the year 1,923,458 tons, as against 897,815 tons for the same period in 1905. The gross earnings for the nine months were \$3,714,408, an increase of \$1,394,100. The net earnings were \$1,406,607, as against \$705,297 for the first nine months of 1905.

The eastern Ohio properties of the Johnson Coal Co., of this city, known as the Lorain Coal & Dock Co., are reported to have been sold to the Youngioghney & Ohio Coal Co., of Cleveland. The new holdings consist of about 14,000 acres of coal lands in Belmont county, on which are located three new mines. This is the largest coal deal in Ohio since the consolidation of the Morgan interests into the Sunday Creek Co.

The McLeish Coal Mining Co. property, which was offered for sale at the door of the court house in Columbus recently, attracted only one offer, that of C. E. Newton, of Dennison, Ohio, whose bid was \$17,500. The property represents an investment of eighty thousand dollars, and was appraised at sixty-three thousand dollars. There is a probability that it may be readvertised, in the hope of realizing a larger return for the creditors. The troubles of the McLeish Co. were precipitated something like a year ago by the failure of the East End Bank, which held a considerable quantity of its paper.

Columbus, through the co-operation of the local board of trade and the coal men of this territory, will make an effort to secure the location at this point of the government coal testing plant. The latter has been operated at Forest Park, St. Louis, since the opening of the Louisiana Purchase Exposition, but under the rules providing for the vacating of all temporary buildings by January 1, 1907, by exhibitors, the plant must be moved elsewhere. As a central location, with respect to the coal industry, and lying so near the great bituminous fields of the Hocking Valley, it is felt that Columbus has peculiar claims for consideration in the matter. Pittsburgh, Chicago and Johnstown, Pa., are among other points which will enter into contest for securing the plant. It employs about forty people, and is under control of the national geological survey. The appropriation for its maintenance during the present year was \$200,000.

The fall and winter coal traffic of the Hocking Valley railway system will have the advantage of increased motive power by the arrival this week of ten new locomotives. They will go into service on the Hocking Valley, the T. & O. C., and the K. & M., and are the last installment of twenty-five locomotives which have recently been built for the system.

## General Notes.

The contract for supplying the court house and jail at Girard, Iowa, with the winter's supply of coal, has been awarded to the Weir Junction Coal Co., of Cherokee. The contract calls for 160 tons of lump coal at \$2.55 per ton.

A shortage of cars on most of the western railroads is causing a rather serious coal famine at Washtucna, Wash. Coal dealers of that city, who had placed their orders in June and July, report that as yet the coal has not arrived.

Evidence has been taken at Elizabeth, N. J., which indicates that certain coal companies of that city have been guilty of defrauding the city by charging and collecting for coal in excess of the amount actually furnished.

The Port Chester Coal Co. has been incorporated at Port Chester, N. Y., to deal in coal, wood, brick, stone, etc. The capital stock of the company is \$3,000 and the incorporators are D. Fuhr Jr., J. H. Schmoling and G. C. Schmoling.

It is estimated that an increase of 200,000 tons over last year's figures will be necessary to supply the Canadian northwest with fuel before the close of navigation. About 55,000 tons of anthracite will be required in addition to the bituminous coal for general steam purposes.

Ford R. Cate, secretary of the Wholesale & Retail Coal Dealers' Association of Ohio, has called the attention of the state railway commission to the matter of shortages in car load lots of coal when received by the retail dealer. As the railroads issue no regular bills of lading, the men who receive the coal at final destination have no redress.

The Union Fuel Co. has been organized at Spokane, Wash., with a capital stock of \$100,000 for the purpose of bringing coal from Alberta and British Columbia territory to Spokane. The coal is to be shipped over the Spokane International railroad. D. C. Corbin, builder of this railroad, is also one of the heaviest stockholders in the new company.

According to a report from Pipestone, Minn., an important reduction in freight rates on coal from Duluth to that city is about to be made by the Great Northern railway. The Northern Pacific has also made a reduction of from five to fifteen cents a ton on anthracite and from ten to forty-five cents a ton on bituminous coal, to various points in Minnesota and North Dakota.

An advance of twenty-five cents a ton is to be made on all anthracite coal by retail dealers at Elkhart, Ind. The increase is not made on account of an increase at the mines, but in order to raise the wages of the men handling the coal. Dealers have found it impossible to secure enough men to handle their product during the winter months at the low wages formerly paid.

It is feared by retailers of North Dakota that a severe coal famine will be experienced this fall and winter. Already there is an increased demand for coal and the scarcity of miners is reported from the mining regions of the state. The miners finding the wages for harvesting and threshing much higher than those paid for work in the mines, refuse to return to their regular occupation until late in the fall.

The Pioneer Coal Co. has been organized at Helena, Mont., for the purpose of

conducting a general coal and wood business. James Derham, who has been connected with the coal business of that city for a number of years, is to be manager of the new concern. The offices of the company will be at 110 East Sixth avenue, the location formerly occupied by the Union Coal Co. Gebo coal will be the principal product carried, but other lines will be added from time to time.

The Bituminous Coal Co. of America, composed of Pennsylvania operators, has leased of H. W. Hunter and David Levi the Pittsburgh vein of bituminous coal underlying 1,172.45 acres of land along the headwaters of Parr's run, northeast of Moundsville, Marshall county, W. Va. The coal, which has been held by Messrs. Hunter and Levi for several years, underlies the farms of the Marshall county infirmary, W. C. Riggs, David Levi, H. Coffield, S. E. Jones, John Otto, George C. Griffith and Newton Crow.

The Crescent Coal Co., of Tacoma, which has opened and developed extensive coal properties at Littell, four miles west of Chehalis, Wash., has been made defendant in a suit for \$15,000 begun yesterday by the Chehalis Lumber Co. The suit is for breach of contract. The two companies were to build jointly a railroad into the timber of the lumber company and to the coal mines, and the latter company was to furnish one hundred tons of coal a day to be hauled out for a period of twenty years. As a matter of fact, it is alleged that but five hundred tons in all has been hauled. The petition asks for the appointment of a receiver. Among the defendants in the action is Miss Alice E. Roosevelt, of Baldwinville, N. Y.

## Pittsburg Notes.

As is generally known southern cities are suffering for coal and shippers from the Pittsburg section have been ready for a long time to send out sufficient supply to relieve the heavy demand in the south, but as is well known shipments by river cannot go forward until there is sufficient boating stage to carry the heavy barges which hold the coal.

Rockwell Marietta and Clair Stillwagon have just closed a three-hundred-thousand-dollar deal for coal and surface land along the Ligonier Valley Railroad, three miles from Ligonier, Pa. One tract is underlaid by fifty acres of Connellsville coal, and on this a fifty-oven plant will be built at once. The other tract consists of 205 acres, all underlaid with coal, and on it large coke plants will be erected later. Rockwell Marietta is president, and Clair Stillwagon is secretary and treasurer of the new company.

Commissioners appointed to investigate the condition of the Harwick mine, of the Allegheny Coal Company, and report if open lights and electric hauling apparatus may be used, made their return in quarter sessions court. The report was favorable to the mine operators, the commissioners stating that they did not find any gas in quantities sufficient to forbid the use of open lights. The action was taken on the appeal of the mine inspectors refusing to grant their request for permission to install the modern apparatus.

A new safety powder, now being tried in blasting coal in the anthracite region, is considered to be an invention which will lighten the labors of the miner and at the same time lessen the expense of mining. Judging from the tests, the new explosive will cause a change in the mining of coal, and the owners feel confident that their goods will be given precedence after the first trial, and in consideration of that fact are requesting the operators to make no contracts for explosives until they allow the Safety Powder Co. an opportunity to display their goods. The company claims that it is better and cheaper than black powder and it surpasses the twenty-five and forty per cent dynamite. This powder was last tested in the mines of Pardee & Co., near Scranton, Pa. The tests were made in the Gamet vein, one of the hardest in the mine, where no black powder can be used at all. Twenty-five pounds of the safety was used against a similar amount of dynamite, and it is said that the former blew one-third more coal than the other explosive and blew it cleaner, as the coal loosened in chunks. Besides there was very little dirt, which offers another decided advantage.

The Pittsburgh Coal Co. has entered suit at Pittsburg against the Pittsburg & Lake Erie Railroad Co. to recover \$25,000 damages resulting from an explosion and fire at Port Royal mine No. 2 in September, 1905, which, it is alleged, was caused by employees of the defendant company, who were trespassing on the mine property. The mine is situated at Rostraver, Westmoreland county, and had been idle for some time before the explosion occurred. According to the allegations of the plaintiff company C. F. Montgomery, T. B. Hamilton, E. L. Rankin and Frank Coulter, employees of the railroad company, at the instance of the latter, went to the mine September fifteenth, 1905, and although a notice has been posted stating that the mine was dangerous on account of an accumulation of gas, started to make an inspection. One of the men it is claimed, in some manner ignited the gas, causing an explosion which set the mine on fire and completely destroyed the tipple and other buildings at the head of the shaft. The property was insured by the Virginia Mutual Fire Insurance Co., which assigned their claim for damages against the railroad company to the Pittsburgh Coal Co.

## Southern Notes.

Fifty cars of coal are tied up in the Denison yards of the Missouri, Kansas & Texas railroad. The coal was for the railroad shops at Mount Pleasant. Missouri, Kansas & Texas officials notified the Cotton Belt railroad that under the new law the rate on coal shipped from Lehigh, Pa., and billed to Mount Pleasant would be raised from sixty cents to \$1.85 per ton. The Cotton Belt has made a protest, but so far without avail, and the cars are held until the advanced rate is paid.

The Bessemer Coal, Land & Improvement Co., which operates coal mines in Bibb county, Ala., and at Wind Rock, Tenn., has increased its capital stock by \$250,000 and is reported as contemplating the expenditure of the greater part of this increase for the further development of its properties.



## Leading Coal Markets of the East.



NEW YORK, November 8.—(*Special Correspondence*)—The anthracite coal trade continues to develop a large amount of business, which is probably in excess of what can be transported by the prevailing limitations that have been brought about by a car shortage and a scarcity of vessels for loading at the tidewater ports. The situation in the water transportation has been critical all during the past week owing to the uncertainty of weather conditions, which have not permitted regular shipments by tows and vessels, which have been detained at both receiving and discharging ports. This has caused in instances, an accumulation of coal at tidewater ports because of boats being stormbound in the east, may be obliged to seek harbors of safety to escape the danger of the high winds on their return. This condition keeps everybody guessing as to the possible time they will arrive for loading. As this condition has practically existed since October first, it has demoralized the ocean freight market in creating a shortage of all kinds of craft, with captains unwilling to accept charters or venture out when winds are not to their liking and rates up fifteen and twenty cents a ton on outside vessels. Hopes are entertained by shippers that better weather may soon favor a more regular movement of tonnage, as the trade at some of the ports is becoming anxious as to obtaining their future supplies.

### The Line Trade Keeps Active.

All rail shipments to points on the main lines east of the mines and the New England territory keeps quite active, with a fair amount of tonnage being moved upon it. The only limit to any further increase in orders at present is due to a dearth of cars for certain localities on foreign roads. The strong demand on the line helped greatly to relieve the situation at the loading piers during the several weeks past, in absorbing a large proportion of it by being consigned to that trade, thus keeping the harbor ports in an easy condition while barges were scarce for loading. The requirements from Canadian points in both the upper and lower provinces are still large, which calls for heavy shipments, while transportation is good in order to get a full supply forward before the usual interruptions may affect it later on by bad weather and snow. This is also true of the line business west of the mines and the closing of lake navigation shortly is not unlikely to accentuate the situation in that trade, through a shortage of cars. Already there are signs of a decreased equipment of box cars to furnish the barge demand for shipment in that direction and this may be further restricted by the lack of labor at the collieries for loading the cars. There has been a noticeable falling off in labor of

a certain class at the mines this fall, due, it is thought, to many of the foreigners going home as some of them remain here for a limited number of years only. Labor, too, is short in all industries where large numbers are employed and is in cases becoming a serious question as to the cause of it, considering the enormous immigration to this country.

### Retail Trade Is Large.

The cooler weather of the few weeks past has had a good effect upon the demand at retail, at all important centers of consumption, making this business quite active and stocks placed earlier in the season must have been considerably reduced. It is the general belief that the supply of coal in dealers' yards at this time is less than has been the case for two or three years past, and augurs for a good and steady trade through the balance of the season. The eastern market is especially strong and taking coal freely, while New York trade is working on sufficient orders to keep it busy, having also felt the shortage of harbor boats.

The domestic sizes are moving off quite rapidly with stove and chestnut short in instances, and the entire market is well maintained. The steam grades are very firm, and the requirements upon the finer sizes are in excess of what can be shipped further than for temporary needs, with stocks in first hands greatly reduced. It is expected that these coals will feel the restricted tonnage of mining and may cause a scarcity of them before long.

### Bituminous Trade Is Improving.

The Atlantic seaboard soft coal trade is moving along smoothly with a better feeling prevailing than a week ago. The large accumulation of coal at all the shipping points produced by the high winds for the last six weeks, is being absorbed by the trade much better than expected. It is anticipated that with the first touch of real winter weather, an improvement in demand will be noted all along the line. Indeed, at the present time the shoal water port contracts are pushing for the balance of coal that is due them in order that they may get it in before ice is expected to make. This season has seen this class of trade a little more forehanded than in previous years. Last year was a good one in this respect, and this year bids fair to be an improvement on last in taking on coal by the shoalwater ports a little earlier than usual. There are, however, some fair balances to be filled, which we anticipate will keep things more or less active for the next month or six weeks. With the tying up of the coastwise fleet by the recent high winds, those shoalwater ports around the Cape

may have difficulty in cleaning up the contracts on account of the lack of suitable vessels. At the present time all the coastwise vessels are moving freely, but it will take several weeks for them to get straightened out into regular running order, not to mention the loss of tonnage.

Car supply is the principal cause of trouble in the trade at the present time. Some railroads are slightly improved over last week, but generally the shortage continues unchanged throughout, with individual embargoes to many shippers who have coal in quantities standing at tidewater points. These embargoes have been forced upon the railroads on account of the large accumulations that have prevailed, which, however, are gradually being reduced. We have also heard of an embargo upon all rail business to New England via Port Morris, and that the New England railroads are refusing to send cars to the mines for loading back.

The question of labor is coming up to some extent in the trade at this time. There is a shortage which is especially felt at some of the regions, principally those that are manufacturing coke.

### Trade in the Far East.

Trade in the far east is taking a fair amount of coal, and the ice-making points are urging for the usual last cargo to be sent forward, which has been greatly delayed by the adverse winds tying up vessels in the last six weeks.

Trade along the sound is active, and the demand is very much improved over what it has been. This trade also has been hampered by vessels being storm bound.

New York harbor trade has been absorbing considerable of the coal that has been sent to the harbor shipping points here. The market is stronger than formerly in consequence, with an advance of five and ten cents a ton upon the lower grades of coal.

All rail trade is in a better condition, with more demand appearing and prices are stronger, with a slight advance. The shortage of cars is such that it is probably having a bearing upon prices of all rail business. Transportation from mines to tide is fairly good. Car supply is generally short, some mines complaining that they are not receiving twenty-five per cent of their needs.

In the coastwise vessel market vessels are scarce on account of being tied up by the high winds in the various harbors, and freights are higher than they have been all summer.

We quote current freight rates from Philadelphia as follows: Boston, Salem and Portland, 90@95c; to the sound, 70@80c; Lynn and Newburyport, 95@1.00; Portsmouth, \$1.00.

## Market News from Buffalo and Great Lakes.

BUFFALO, November 9.—(*Special Correspondence*)—There is a continued improvement in the anthracite trade at this point, though business is hampered by the delay in forwarding caused by the inefficiency of the car supply. Up to the past two weeks this shortage of rolling stock has not particularly affected the business of the hard coal dealer, for the demand was not pressing until a lowered temperature drove the consumers to demanding quick service. These consumers, or at least the smaller outside dealers, stocked up heavily last spring in anticipation of a possible strike, and they made no effort to replenish their stocks until forced by the pressing demands of their customers to do so. Then they were confronted by the condition in transporta-

tion circles, which has made it next to impossible to obtain stock as rapidly as wanted, and the result is considerable uneasiness.

"There is no doubt the situation is strained on account of the lack of equipment," said a prominent dealer today. "Everybody wants coal, and now that election is over dealers will begin afresh to pound us with rush orders. The retail trade is correspondingly heavy and between the two demands, the sales agent is going to have trouble in keeping everybody in good humor."

### Lake Shipments Active.

Lake shipments are keeping about the same in bulk as during the past four weeks. Inability to get coal forward has been one factor in keep-

ing down shipments, and the grain trade rush has caused a shortage of available tonnage. Present indications are that the fall forwarding will fall below the normal.

For the past seven days the total shipment was 67,050 tons, distributed as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	31,900	Lake Linden .....	1,000
Duluth .....	5,750	Escanaba .....	1,200
Milwaukee .....	3,000	Port Colborne .....	350
Fort William ....	3,000	Houghton .....	1,300
Toledo .....	3,800	Racine .....	1,800
Superior .....	12,250	Ashland .....	2,700

As far as the bituminous coal situation is concerned there is but little change from last week, the visible supply not being over fifty per cent of the rated capacity of the lines.



A number of the roads are making frantic efforts to get a little accumulation of coal on hand, as the uncertainty on the railroads with the threatened strike of the switchmen is causing considerable uneasiness regarding supply coal. Few if any of the roads have an accumulation at Buffalo, and there is every evidence, if a strike should materialize, of leaving some of them in pretty bad shape.

There is practically no coal on hand at Buffalo for commercial purposes and some of the large consumers are trying to guard against prospective troubles by accumulating stock at the various points of consumption. There seem also to be considerable indifference on the part of miners as to working steadily, and even those days when the mines have a full car supply the output is far from normal.

Every car available for coal carrying purposes is being pressed into service. Nearly all of the coal carrying roads running into Buffalo have withdrawn their freight solicitors from their

field of service and now have them actively engaged in a hunt for cars. As the roads are receiving more business than they can take care of, in the face of the existing car shortage, it has been deemed advisable to put an efficient force in search of cars. The men have been distributed along the various lines and are putting forth their best efforts to prevent unnecessary delay of equipment.

Upward of four thousand cars are now being received by the Pere Marquette and the Michigan Central railroads in response to an appeal made by the shippers of Michigan, and it is understood the new equipment will be for their exclusive use.

Election day saw all the local coal offices closed and no visitors are reported in town this week, as everybody has been at home for the purpose of exercising his elective franchise. From now on both business and news of interest to readers of the BLACK DIAMOND promises to be more lively.

more favorable to shippers of the lower grades than had prevailed for some years and with coal to be had at \$1.15 to \$1.25 a ton f. o. b. cars at the mines, the opportunity is likely to be taken advantage of by shippers from that field. Prices are firm on all grades, while shoalwater ports at further eastern points are short of coal, but are inclined to give a premium with the high freight rates now ruling. Vessels of the smaller class are not in good supply and captains demand from five to ten cents more to go to ice ports. The quotations on larger vessels are anywhere from 80c to 95c from all the lower ports to Boston.

## Baltimore Shipping Trade.

BALTIMORE, MD., November 10.—(*Special Correspondence.*)—The bituminous market here during the past week was considerably more active than for some time. The demand for all grades of the fuel was brisk, and there was a stiffening of prices for the low class coals that have recently been selling considerably below the one dollar mark. If present indications hold good there is an era of better prices at hand.

With the demand increasing right along the line, and with the car shortage growing more troublesome and augmented by a scarcity of vessels in which to ship coastwise business, it would certainly seem as if the time was at hand when the handler of bituminous was to get more for his product. There seems to be no prospect of any relief in the matter of cars until after the rush to the lake ports is over. Even then it is problematical whether there will be any substantial increase of cars in this territory.

Vessels for coastwise shipments are likewise scarce, and there is no prospect of immediate relief in this regard. It will take ten days or so probably before the first of the returning fleet now outbound coal laden is ready for new cargoes. This is having its effect on charters which went up from five to ten cents during the week. This condition now applies to northern as well as southern business. It comes at a time when the New England trade is crying out for more and more bituminous coal and when southern consumers are begging to get early deliveries of orders.

In the matter of export business there is no great change. The vessels used are in about the normal supply. Coal exports for October, by the way, showed a slight falling off as compared with the previous month, although showing a gain over October of 1905. In September the exports, mainly to Mexico and Cuba, totalled 41,433 tons of bituminous, and 11,570 tons of coke. These shipments represented a value of \$143,961.10. The September coal shipment in 1905 only amounted to 32,448, or 8,985 tons less than the same month this year.

The anthracite market here is picking up also. Every week is seeing cooler weather and orders are coming along in better shape. There has not been any rush to buy coal as yet, however, and stocks have not been greatly depleted. It will take some real cold weather to thoroughly awaken some consumers to the need of having a well stocked cellar before the heavy snows set in.

Baltimoreans in general, and coal men in particular, are awaiting with interest the plans of both the Goulds and Harriman with regard to trans-continental roads. With the Illinois Central and the Baltimore & Ohio now in the control of Harriman, he is in a position to have an ocean to ocean system. Just what this may mean to Baltimore time alone can tell. With the Goulds it is now certain that the link which will connect the present terminus at Cumberland with Pittsburg in an almost direct road will be started next spring. Another extension to leave the main line at Indian Creek is to be run to Wheeling. There it is to connect with the Wheeling & Lake Erie, a property owned by the Wabash. Officials of the Western Maryland say that both lines will be in operation within three years. What this will mean to Baltimore is more patent, since the Wabash interests in addition to the one coal pier and other freight terminal facilities here are planning further increases in wharfage.

# The Philadelphia Coal Trade.

PHILADELPHIA, PA., November 8.—(*Special Correspondence.*)—There is a seasonable activity in the anthracite coal trade, with the demand steadily increasing. The movement of coal upon this business, however, has been greatly retarded during the past week by a restriction in cars and the continued high winds on the coast that have prevailed for six weeks past. Some relief in the vessel situation is now anticipated and that shipments will become more regular, but a week or ten days longer is likely to be needed to get all bottoms discharged and into active service. The short car supply, preventing larger shipments to be made at this time, has been largely caused by the heavy traffic with the western railroad connections, which continues to be effective, but efforts are now being made by the anthracite roads to secure their return. Neither are the cars permitted to go off the systems' lines at present in order to increase the transportation facilities at the mines to provide for the expansion of the trade, which is developing to larger proportions. So far, the weather this fall has been quite favorable to a normal consumption of coal and has stimulated buyers to put in a fair amount of stocks for winter requirements. The domestic grades are moving off very freely with the special coals short, and in strong demand. Steam sizes are also feeling the effects of the lower temperature, making the demand upon them greatly increased. Pea is one of the desirable coals in this territory for domestic uses and the heating of apartment houses, with a comparative large tonnage going to it. At retail

the trade is reported as being good, keeping dealers busy on deliveries, with price quotations well maintained.

Slight improvements are shown in the bituminous coal market and reflects that a defection in stocks has occurred to a considerable extent. The movement of tonnage from the mines, however, continues to be slow, with operators complaining of a shortage in cars, being better in some regions, while others are running intermittently. Complaint is also made at the delays of coal on reaching tidewater ports because of the bad weather and this resulting in embargoes being placed upon shippers having a quantity standing for which shippers do not consider themselves responsible. It is often difficult to get cargo loaded in time to avoid exceeding the days allowed, even though vessel is chartered, because of the congestion of cars at the terminal points when the discharge of the coal has to be made in the order of its standing. This frequently delays the coal most needed, while others escape extra charges by quicker despatch in loading. The railroads under the strain of several weeks past requested shippers to help relieve the situation by taking coal promptly on arrival. Conditions are improving somewhat by the piers being cleaned up, yet it may take another week before it is again regular. Line trade is slightly more brisk and tonnage is being diverted to it in larger quantities while delays occur at tide ports. Vessel freights were quoted from here to Boston at 95c and \$1.00 to Portsmouth.

# The New England Trade.

BOSTON, MASS., November 8.—(*Special Correspondence.*)—There is a continued demand for hard coal in this market, reflecting the improved consumption prevailing with larger requirements made necessary from the retail trade. Shipments to the coastwise ports were still much reduced during the week and barges that were tied up here light, expecting to get away early, were still detained by high winds on Monday. The curtailed movement recently in a large amount of tonnage that was ordered for shipment should make the future business to this territory strong. There is no change in the all-rail trade and the status maintained for some time past continues to prevail. A feature in connection with it is that the distribution of the tonnage is extending to a wider territory, indicating that the growth for direct delivery from mines to yards is increasing in favor with this class of trade. The sound points are active and doing about all the business for which coal could be furnished. These ports probably felt the restricted vessel situation more keenly than the outside points, owing to a smaller class of craft operating and the greater dangers encountered in navigating this route. The arrivals in the last day or two were increased and it is possible this may further improve, enabling shippers to catch up on the accumulated

orders in their hands. Steam grades are very active, in instances, producing a larger demand than can be shipped at present. It is known where these sizes have been purchased from other producers in such quantity as could be obtained, in order to fill the more pressing needs. The new prices at retail in this city on anthracite coal show an advance of twenty-five cents a ton and are as follows: Furnace, \$6.50; egg, \$6.75; stove and chestnut, \$7.00; pea, \$5.25; Lehigh furnace, \$6.75; Lehigh egg, \$7.00; Shamokin, \$7.25; Franklin, \$8.25.

## Bituminous Market Steady.

There is apparently no further complaint by selling houses at a lack of available orders, as has been the case all summer and up to recently, as business is showing an increase, with deliveries upon it short of what is desired. In fact of the coal fleets being so long delayed through unfavorable weather in port now arrived at the discharging ports, it is seen that the amount is short of current needs, and regret not having provided for larger shipments earlier. The effect of this stimulated buying of the Pennsylvania coals for all-rail delivery, which may result in the establishing of a more permanent market in this territory on these coals. The price being now



# Eastern General and Personal Notes.

C. J. Wittenberg, president of the Chesapeake & Ohio Coal & Coke Co., New York, returned from Europe the end of last month, after spending some time in recreation there.

W. J. Borden, formerly with the Righter-Marshall Co., New York, and since then identified with the W. L. Righter Coal Co., has accepted a position as salesman with W. A. Marshall.

The Silver Brook Coal Co., in which J. S. Wentz, of Philadelphia, was interested, surrendered the lease to 553 acres, near Hazleton, Pa., to the Lehigh Valley Coal Co., on October thirty-first. The operations of the company at Spring Brook were suspended since spring.

At the cabinet meeting in Paris, France, on Wednesday of last week, it was proposed that a project of Minister Barthou of public works, be introduced for the revision of the mining law, which contemplates the taking over by the state of all mines and the participation of the miners in the profits.

The case of the Newark Stock Yards Co. against the Delaware, Lackawanna & Western Railroad Co., for yardage, which has occupied the attention of the United States circuit court for several days last week, at Trenton, N. J., was brought to a close November first by the direction of a verdict by Judge Cross for the railroad company.

Information was received from Sydney, Australia, a few days ago, that thirty-one collieries in the Newcastle district and six interstate steamship companies have established a combine with the object of controlling the output of the northern collieries, amounting approximately to about four million tons per annum, and regulating the price.

The Philadelphia & Reading Railway Co. announced on Saturday last an increase of wages of ten per cent to all employes whose salaries are less than two hundred dollars per month. The increase is effective from November first and will benefit about twenty-five thousand employes. The entire Reading system is included in the increase, and the men seem pleased with the advance.

F. E. Herriman, coal traffic manager of the New York Central & Hudson River Railroad Co., under date of October thirty-first, issued an announcement of H. W. Henry, general coal agent of the company, having resigned to engage in other business. All correspondence and reports relating to the coal and coke traffic of the Central's lines should hereafter be addressed to the coal traffic manager.

An advance in price on the domestic sizes of anthracite coal, including pea, of twenty-five cents a ton at retail in Boston was made effective on November first. This makes the current quotations for furnace, \$6.50; egg, \$6.75; stove and chestnut, \$7; pea, \$5.25; Lehigh furnace, \$6.75; Lehigh egg, \$7; Shamokin, \$7.25; Franklin, \$8.25. The increase is only twenty-five cents, though dealers are paying fifty cents a ton more for the coal at wholesale.

According to an official statement of the Pennsylvania railroad made Saturday, was that the published item in that morning's papers, to the effect that the company had agreed upon a ten per cent advance in wages of its employes on January first, was not authorized, and that while it was true that consideration was being given to this subject, the matter had not yet taken definite shape. Evidently the railroads are in instances sparring for an extension of time.

The Mitchell parade and mass meeting day, held in the upper anthracite coal field, on October twenty-ninth, is reported as having been a failure by the lack of attendance of the miners, indicating the waning allegiance to the union. It was advertised that twenty thousand

to thirty thousand out of the eighty-five thousand in the district would be in the line of march, but less than three thousand paraded and barely one thousand attended the mass meeting afterward. Mr. Mitchell, who was engaged in another part of the field, sent a message of encouragement, but apparently failed to create any enthusiasm.

James D. Yeomans, formerly a member of the Interstate Commerce Commission, died on October thirty-first, at Washington, of a complication of diseases. He was sixty-one years of age. Mr. Yeomans took part in many of the important cases brought before the commission. He was a native of Wyoming county, New York. Entering the railway service early in life, he became general superintendent of the Buffalo, New York & Philadelphia railway, and was identified with other railroad interests. Mr. Yeomans had private business interests in Washington, to which he devoted himself after his retirement from public life.

H. C. Haggerty, for some years identified with the coal trade, resigned his position as New York salesman of the Morrisdale Coal Co., to accept a similar position with the Lehigh Valley Coal Co., at New Haven. Mr. Haggerty succeeded O. C. Andrews on November first, and will be in charge of the trade east of this point. Having had considerable experience in the selling of anthracite coal for Righter & Marshall less than two years ago, his present venture should be a propitious one. Mr. Andrews, who leaves the company to enter into business on his own account, was formerly in the employ of Coxe Bros. & Co., with headquarters at New Haven. He has purchased the coal business of H. R. Segar, at Westerly, R. I., a thriving town, and should do well in his new venture.

The *Manufacturers' Record*, of Baltimore, says that a new and most promising use for steel is the construction of steel barges for the shipment of coal on the Ohio and down the Mississippi rivers. A number of barges are now being built at Pittsburg by large coal operators, with a view to carrying coal down the Mississippi and to Havana and other West Indian ports without breaking cargo. It is estimated that there are about eleven thousand coal barges on the rivers, and with the start made for the substitution of steel for these wooden barges it is believed that there will be a very rapid change and that there will soon be an enormous fleet of steel barges handling coal on the Ohio river and its tributaries for shipment to Europe, to the West Indies, and to Central America.

Swan Hartwell, the junior member of the firm of H. N. Hartwell & Son, Boston, Mass., was married to a prominent lady of that city on Saturday night of last week. The wedding was private and the happy couple, after the performance of the ceremony, left on a honeymoon trip for about two weeks. Mr. Hartwell has charge of the Boston and New England business of the firm, which is the agent of the Smokeless Fuel Co.'s high grade coals in that territory. He was formerly identified for a number of years with the trade in New York city, and in about 1900 went into partnership with his father, and two years later took charge of the Boston office. He has developed a large business through the eastern markets and is favorably known to the trade, because of his genial and considerate methods of doing business.

Elbert B. Fisher has issued an announcement, effective October thirty-first, 1906, that he will sever his connection with the Pennsylvania Beech Creek & Eastern Coal Co., to become associated with E. Forrest Powell & Co., 17 Battery Place, New York. Mr. Fisher entered the employ of the company, now lessee, as salesman in March, 1902, and was connected with Mr. Powell, the manager, at New York, up to the present. He has been identified with the trade for a long period, however, and is well known in this locality. In 1891 he ob-

tained his first position in the office of the Pennsylvania Coal Co., and remained in its employ until the sale of these interests became effective in March, 1901, when he went with Williams & Peters for one year. Mr. Fisher enters upon his new position under the most favorable auspices, having the experience, ability and personal acquaintance to make it an entire success.

Chairman F. C. Russell of the membership committee of the Order Kokoal, New York, sent out a circular letter to the city coal dealers, during the week, to attract their attention to the motives and value of the order as relating to their interests in the trade. The circular gives briefly a history of the organization from its inception, about a year ago, showing also the rapid growth in its membership, extending through twenty-one states and into Canada, at the present time. The purpose of distributing this information is to increase the membership of the local order to make it the largest in number in the national organization. The enrollment of "fuel agents" of prominent industrial concerns will next be solicited, as they too are eligible. This is being done to bring together the men who buy and those who sell coal, with the transportation interests handling the product, united for a closer business relationship in the trade. The motto is "come on and lift," and it is urged by the committee that the application blanks inclosed be acted upon early, as the fee for membership shall advance from \$4.11 to \$7.11, after November eleventh, 1906.

H. W. Henry, general coal agent of the New York Central & Hudson River Railroad Co., resigned this office on October thirty-first to accept the appointment of traffic manager of Peale, Peacock & Kerr, Inc., with offices at No. 1 Broadway, New York, in charge of the sales and traffic departments, effective November first. Mr. Henry enters upon his new duties under the most favorable auspices, having been connected with railroad work in various capacities for eighteen years. Starting as a young man, he obtained his first position as telegraph operator with the Rome, Watertown & Ogdensburg railroad, a New York Central interest, and his entire experience has been with this system and its connections. Later he served as chief clerk in the freight department of the West Shore railroad, and up to his promotion of assistant freight agent at Syracuse. When this line was consolidated in May, 1901, with the New York Central, he became identified with the latter road in the coal department. In 1903 he was made assistant to F. E. Herriman, and was appointed general coal agent in 1905. Mr. Henry has a large acquaintance in railroad and coal circles, and with his knowledge of the business through long experience, assures him every success in his present position.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending October twenty-seventh, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumber- land.	Total.
Week ending Oct. 27, 1906..	18,584	21,911	40,496
Corresponding Week, 1905...	19,660	24,117	43,777
Total for 1906 .....	640,961	922,931	1,563,892
Corresponding period, 1905...	387,667	812,615	1,200,282

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 181,175 tons.

The United Mine Workers at Creighton, Pa., who have been on strike against the Pittsburg Plate Glass Co., for the past three months, recently voted to continue the strike until the company agrees to pay the regular scale of wages.



# SALESMANSHIP AND ADVERTISING SUGGESTIONS

## SOME "AD" SUGGESTIONS.

A coal dealer recently said that he did not believe there is much use in advertising unless there is an "unfriendly feeling" between the dealers in a community. It is to be inferred that this is the reason he is advertising at the present time.

If this friendly feeling means that the dealers in a community have the buyers divide up, or have a pool on profits, or some such arrangement, advertising will not serve the purpose it might otherwise. But even in such a situation it might serve to avert suspicion, even if it did not bring results. If, however, the "friendly feeling" means merely that the dealers are on speaking terms with each other, even though they may belong to different churches or political parties, it hardly constitutes an excuse for not going after business along up-to-date lines. The Black Diamond believes in advertising whether dealers in the same commodities are at war or at peace. It is just conscientious enough not to urge the coal trade to advertise in the columns of its journal without believing that the advertisers will get returns, if they make good use of the space. We venture to assert that the coal advertisement of the dealer referred to would bring returns if business in his community were not on a "scrapping basis."

Another dealer says, "Before you commenced your ad. criticism we usually contented ourselves with a stereotyped ad. announcement—changing about once every month or two. Now we are changing our ads. every week and trying to make them seasonable." We do not know whether or not there is a "friendly feeling" among the dealers at this point, but in the absence of any evidence to the contrary, will assume that there is peace in the community. This dealer believes in advertising, and it must be because it pays. He has taken the trouble to buy a special line of borders for his advertisements, and changes the advertisements every week. He says that the printer takes pains in getting them up, trying to make them attractive and good looking typographically. The dealer asks an opinion as to the value of local notices scattered through the reading columns, and also as to the advisability of advertising by means of circulars.

Every form of attractive advertising pays. The dealer who keeps before the public only to the extent of the sign over his office will miss a lot of trade, and the one who is persistent in calling attention of buyers to his line of coals will get the trade that the other fellow misses. Those who make a study of securing results through advertising use various forms. Display advertisements in newspapers will catch the eye and the trade of certain classes of buyers; local reading notices will catch others, and circular advertising will bring still other buyers. No one of them will do all the work, but each will pay dividends on the investment. Bright and catchy reading notices of two or three lines each, scattered through the paper, will do a lot of good. An attractive circular will not be wasted, though it will probably bring the smallest proportion of returns.

## A TALK ON ADVERTISING.

Selling power in an "ad" depends much upon the clearness and force in which it is written. The best "ad" writers make a very thorough study of the business to be advertised, list all the strong and attractive features, and then seek to express the idea so clearly that it must be understood. This necessitates the writing and rewriting of the "ad" many times. It requires condensing and the selecting of words and phrases which leave a permanent impression on

the public mind. Almost everyone is interested in the origin and history of things. The coal dealer has an opportunity to bring into his advertising much of the history of coal and mining. Do not forget that "advertising" in this age must be news, it must be interesting and lead to conviction. This brings up the principles of advertising. Do you know what goes on in a man's mind before he gives you his check for a ton or more of coal? It is obvious that the last mental state was characterized by RESOLVE to buy the coal of you and of no one else. If you only could get such an idea into every one's head in town you would get all the business. But this state of Resolve was dependent upon a previous mental state known as DESIRE. Now why did your customer desire or want coal now and why did he buy of you? The shortest answer probably to this question is that he felt the sense of value to himself of owning coal at the present time. This sense of value arises either from necessity, as in the case of cold weather, or that you could give him a better price, better quality, or make him feel that he should have

ent upon interest. You must get your prospect interested or he will not read your "ad." or listen to what you say. The psychologist tells us that this interest depends upon surprise, curiosity or sense of personal value. This is your cue. You must get your prospect's attention and interest by some attractive headline, or cut and hold it long enough to present the arguments leading to Desire, and finally Resolve to buy the coal of you and at once. This is the whole philosophy of advertising and if the principles are carefully followed they must bring the highest results. Every successful "ad", when analyzed to its elements, presents these attributes. The mental road to every order is Attention, Interest, Desire and Resolve to buy. This is also just as much the law of every sale, for advertising is nothing more than salesmanship on paper.

## A GOOD DISPLAY "AD."

The following display advertisement is commendable. The headlines are easily read, which

## Our Hard Coal Pocket Completed About Oct. 1st

### WILL STORE ABOUT 2,000 TONS OF COAL

Run by electricity and equipped with the latest Coal Conveying Machinery. Cars unloaded with Electric Shovels in 20 minutes and coal conveyed to top of building and deposited in separate compartments or pockets.

Every pound of coal delivered must pass over large iron screens  
Our coal is never exposed to sun, rain or snow—always dry and clean

## WE HAVE THE ONLY COAL YARD IN RAVENSWOOD

Guarantee the Best Coal—Full Weight—Prompt and Careful Service

### THE FOLLOWING PRICES IN EFFECT TODAY—PRICES MAY ADVANCE OCT. 1st

Large Egg .....	\$7.50 a ton	No. 2 Nut .....	\$5.75 a ton	Hocking Valley ..	\$5.00 a ton
Small Egg .....	7.75 "	Buckwheat .....	4.50 "	Illinois Lump....	4.50 "
Range.....	7.75 "	Pocahontas Lump	5.50 "	Wash Nut.....	4.50 "
Chestnut .....	7.75 "	" Egg..	5.75 "	Coke .....	6.50 "
Cannel Coal.....	\$7.50 a ton	Sawed Slabs.....	\$7.50 a cord		

AN EXTRA CHARGE OF 25 CENTS A TON FOR COAL DELIVERED IN BAGS OR WHEELED IN

Genuine Pocahontas, mine run, single ton, \$4.50—In loads of 4 tons, \$4.10 a ton

## ZIPF BROTHERS

ANTHRACITE COAL POCAHONTAS

Telephone Lake View 436

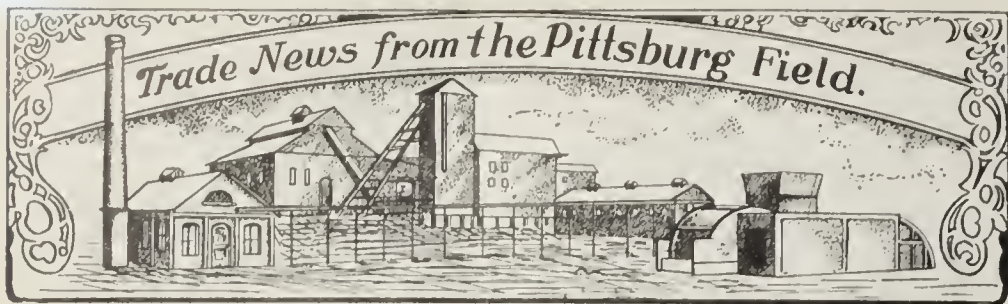
Yards: C. & N.W. Ry., 1095-1117 West Ravenswood Park. Office: 1278 East Ravenswood Park, Opp. Depot

coal ready for the cold snap which is sure to come, or because you had most beautifully pictured to him the comfort of sitting in his cozy home before a cheerful fire produced by your special brand of coal, while the cold dreary winds outside rob life of its most delightful pleasures. You see at once that right here is where advertising does the work which gets the orders. It creates the desire. Do not forget that desire depends upon feeling and emotion to a great extent. Therefore play on the inner feelings. Use a cut of a happy family around the grate fire on a cold night or some illustration which augments the home idea. But you say the "ad" will not effect the public in this manner if they do not read it." Yes, you are right. This brings up the next point. All desire is depend-

tends to attract attention. The consumer is given the idea that prompt delivery and clean coal are characteristic features of the new coal pocket. The type is plain and attractive. Probably it would have been better to have mentioned that soft coal always advances in price later in the season and that it is to the consumer's interest to place his order early.

A new ten-pocket coal chute is to be erected by the Wabash railroad at Stonington, Ill., in the near future. This will provide for the increased tonnage which will be handled over the St. Louis end of the Wabash as soon as the double track is completed.





OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, November 10.

The coal and coke industry in the Pittsburg district remains in a very prosperous condition. Everybody engaged not only in the manufacture of coal and coke, but also in the making of supplies for the mines and the ovens are busy and expect to be more busy in the weeks and months that are to come.

The result of the elections which are just over will have a very beneficial effect upon the coal and coke trade in the Pittsburg district. As is well known by the coal people of the country a number of prominent producers in this region either have or take the time from their business to uphold the dominant, political ideas now ruling in the country, and personally engage in the conflict deemed necessary to uphold the principles in which they are assured that their business interests are entrenched.

As a result of this the coal operators and coke producers in the Pittsburg district are feeling jubilant today and say that there will be an unlimited amount of business coming to them which they anticipate will also extend over a period of time, the end to which they deem it not wise to state.

#### The Future of the Trade.

It is almost unwise to venture anything in the nature of prophecy regarding the future of trade in this vicinity. Prices have been and continue to be at a high tension. The only feature regarding the situation that excites comment regarding its uncertainty is the marketing of the product. Order books of the concerns interested are congested. Cars to carry the product to market continue to be scarce. Prices are more than satisfactory to most everybody. New projects are being carried forward to a speedy completion and in the near future a much heavier product will be produced from the Pittsburg district. An ample supply of men to equip the new plants that are constantly being put into operation is limited. Here you have the situation of the Pittsburg district and Connellsville Coal and Coke district in a nutshell, and those who are interested in the state of affairs here can figure out without much difficulty the ultimate result.

There are no labor troubles in the district to hamper the work of the operators either in both coal or coke.

#### River Shipments a Disappointment.

The coal shipper by river has been waiting in vain for many days for an ample supply of water in the river to carry his product to the southern markets. The outlook at the present time for a boating stake is very discouraging. Many thousands of bushels and, in fact, millions are awaiting a proper opportunity for southern shipment.

Regarding prices on both coal and coke here, there is but little change to note since our letter of last week. Run-of-mine coal continues strong at \$1.50 per ton f. o. b. the mine. Three-quarter is selling at \$1.00@1.20 per ton f. o. b. the mine. Lump coal is listed at \$1.85@2.00 per ton f. o. b. the mine, and slack is bringing 95c@1.10 per ton f. o. b. the mine. On all grades as quoted above prices are stiff and the demand is considerably above the supply.

The coke market continues exceedingly strong, although there is but little change to note in the prices from

those quoted in our last letter. Furnace coke is selling at \$3.35@3.55 per ton f. o. b. the ovens. Foundry grade is selling for \$3.95@4.05 per ton f. o. b. the ovens. We call attention again to the fact that prices herewith quoted for coke and also for coal refer to present delivery and do not apply to orders for shipments in the future.

There is no change to note in prices of coal and coke at retail from the complete list mentioned in the last issue of THE BLACK DIAMOND.

#### GENERAL AND PERSONAL NOTES.

The river coal shippers here are very much disappointed at the general situation of affairs as regards shipments.

Mr. Hugh Haggerty, a veteran miner of the Pittsburg district, was a visitor at the office of the Pittsburg District United Mine Workers' during the week.

The McLeish Fuel Co., of Columbus, has been incorporated for \$10,000 by C. B. Howard, E. E. Brynn, F. M. Heywood, Homer L. Rose and F. E. Rutlet. It is rumored that the company intends to bid in and operate the old McLeish mine at Gloucester, Ohio.

In order to compare prices between coal at retail in Pittsburg and other cities and coal sold at retail at the Massillon district, we append prices of coal at Massillon, as follows:

Massillon lump, \$4.00; Pittsburg lump, \$3.50; Smokeless coal, \$3.75; gas house coke, \$4.50; anthracite coal, \$6.75.

Coke production in the Connellsville region is still maintained at a high average and the outlook is that it will continue to the end of the year at least. Gains have been made in both production and shipments during the past week, the shipments being increased about three thousand tons over the previous week.

The coal situation in Pittsburg from a river standpoint, is at a standstill. Since our last letter the River Coal Co. and a number of other smaller concerns have sent out various shipments, many of which, we are informed, have been forced to tie up on account of there not being sufficient water in the river to allow their further procedure.

Demands for all semi-finished and finished lines of iron and steel continue to rule in great volume in the Pittsburg district and unfilled orders now on the books of local mills exceed all previous records. One large producer is quoted as saying that the output of their mills has been engaged up to July of next year. As a consequence of this the demand for both coal and coke in the district continues strong and prices in sympathy with the prices of both steel and iron have an upward tendency.

Plans in detail for the new town and factory site of the Jones & Laughlin Steel Co., are nearing completion. This project, which includes the covering of nearly eight hundred acres of ground about twenty miles below Pittsburg on the banks of the Ohio river, is one of the greatest magnitude and is second only in importance to the plants of the United States steel corporation.

Coke ovens within a few hundred yards of the blast furnaces will make ample fuel for the entire plant. This feature of modern industrial concentration is unique in that control of fuel is

largely in the hands of the company. The question of economy and time will also enhance the general output.

With the building of these several hundred coke ovens along the Ohio river close to the new site mentioned, the upper Ohio will present as busy a sight as the Monongahela river now shows. The Jones & Laughlin Co. have refused all overtures up to the present time to amalgamate with the United States Steel Co. and are sufficiently strong to carry to completion all the necessary demand made upon them by the enormous growth of their interests.

Hon. Geo. F. Huff, the Republican candidate for Congress in the Westmoreland-Butler district, won out with a handsome majority in the recent election. Mr. Huff is exceedingly popular with the many thousands of coal miners who work for the different companies in which he is interested, and it was largely due to their efforts and their votes that he obtained such a handsome majority in the present election.

The long drawn out strike of the miners at Creighton, Pa., still continues. President Feehan, of the United Mine Workers, states that the strike will continue until such time as the Pittsburg Plate Glass Co. sees fit to sign the scale which has been presented to them. The glass company, on the other hand, state that they have made their final offers to the union and are satisfied that they can operate their mines without any aid from the miners' organization.

Judge John D. Thoper, of Common Pleas Court No. 2, at Pittsburg, has handed down an opinion granting a preliminary injunction in the suit brought by the Monongahela River Consolidated Coal & Coke Company against the West Side Belt Railroad Co. and others to restrain them from filling up the landing of the plaintiff company on the left bank of the Ohio river at Pittsburg. There is considerable complication in this case, resulting from years of different ownership and use of the space in question by various concerns and companies.

Francis L. Robbins, chairman of the board of the Pittsburgh Coal Co., did valued work in the recent campaign for the Republicans in Pennsylvania and is deserving of much praise in the way in which he handled the chairmanship of the committee over which he presided. Although it was anticipated that there would be a heavy mining vote polled for labor candidates the result shows that the men that labor "under the ground" are satisfied with the present state of affairs and are assured that their employers in their mingling with politics still look after the individual interests of the men in the mines.

The local river interests have been solicited by shippers to relieve the freight congestion caused by the shortage of cars on the railroad. Shippers have been anxious for the resumption of navigation, orders having piled up on them during the last month to an alarming extent. As a result the wharf boats are being overloaded with freight, awaiting the regular running of packets. It is reported there will be enough boats running to carry five hundred tons a week, which will greatly relieve the situation.

A rumor has been prevalent in Pittsburg and vicinity for a number of days that a coal famine threatens the district. These rumors have caused considerable worry among consumers not in touch with the situation. While it is a well-known fact that there is, as has existed for a long time, a shortage of cars, there is no probability of there being a shortage in the Pittsburg coal supply. W. R. Woodford, of the Pittsburgh Coal Co., is authority for the statement that the report in question is absurd, and he also adds that there is ample coal at hand to meet the demand and that he knows of no reason to expect a shortage.

Other prominent coal operators of the district express themselves in the same line as Mr. Woodford.

The many friends of Frank A. Prendergast, president of the Baltimore & Ohio Coal Co., are sympathizing with him over the loss of his estimable wife, which occurred at their summer home, Ripley, N. Y., on the thirteenth inst., of pneumonia. She was stricken about the time she was preparing to return to Columbus after an absence of several months. Mr. Prendergast, who had preceded her, was summoned to her bedside, where he remained during the several weeks of her illness. The deceased came to this city with her husband in 1881, and was very popular in social and church circles. Interment was made at Ripley on Monday last.

Mr. Haggerty's errand in Pittsburg was to talk over with the officials of district 5, a bill for the installation in mines of an apparatus that shall make casualties like the Harwick disaster an impossibility. The measure in question was introduced at the last session of the legislature, but did not get beyond first reading. Mr. Haggerty is anxious to create sentiment for it that will insure its enactment at the coming session. His device provides for a system of underground pipes from which men who are entombed may receive air until their rescuers can reach them. Prominent engineers, who have investigated Mr. Haggerty's device and plan, pronounce it feasible.

The Pittsburg-Buffalo Co. has just sold five thousand acres of coal land adjoining the property of the Jones & Laughlin Steel Co. to the latter company. The property is located in Washington county. The tract, which could have been purchased a few years ago for thirty dollars an acre, was sold for one thousand dollars an acre. The Jones & Laughlin Co. owned twenty-five thousand acres in the county before making this purchase. The coal mined will be used exclusively for the manufacture of coke. The steel concern contemplates making all of the coke used at their plants in Washington county; hitherto Connellsville coke has been used.

The crying need of men to work in the mines in the Pittsburg district grows each and every day. The daily press has many and varied "want" ads for miners. Free transportation, free beds, for a brief time, and possibly free grub, have been or will be offered. The employment agencies seem powerless to aid the coal producers, and in many cases the latter have sent out one or more men to "go into the highways and byways and compel men" to go to work for them. There seems to be a premium existing at present on a coal miner, and, when a man shows up at a coal company's office and represents himself to be an experienced digger, he is considered a find.

River men at Pittsburg are asking for an appropriation for dam No. 5 in the Monongahela river, which is so old that it is an obstruction to navigation. In the hills of West Virginia, on the banks of the Monongahela river are coal veins which contain thirty feet of coal. With such a large amount of coal in veins about ten feet deep, and cheaper labor and living expenses, river men contend that the extra cost for transportation will be offset. That the Monongahela river will lose its title, "the busiest river in the world," is not believed by those who see the great amount of traffic that West Virginia will soon furnish. West Virginia coal will then be brought to Pittsburg by river and thence to the southern markets. The charges for rail transportation excludes this coal from these markets now.

To formally inaugurate the opening of coal properties in Washington county by the Wabash railroad, a special train containing nearly one hundred prominent business men and railroad officials of the country and coal operators was run over the Wabash to the Cedar Grove mine of the Washington



Co. during the week, where an inspection was made of the new mines the company. The mine examined was pronounced by the visiting experts to be the most modernly equipped in Western Pennsylvania, being supplied with an automatic dump, endless chain hauling system, electric cutting machines and improved airing systems. The present capacity of this one tippie is 2,500 tons of coal daily.

Pittsburg boat builders are seriously considering the project of building tow boats entirely of steel. The move may revolutionize river boat construction. Steel boats would have several great advantages over the wooden ones, principal among which would be their strength. Steel boats would be absolutely fireproof, and accidents of all kinds would be less frequent. The only disadvantage they would have would be that they would contract more heat. At present the Jones & Laughlin Co. are building two tow boats which will be all steel with the exception of the cabin decks. Local shippers of coal by river are much interested in the project of building not only the steamers but the barges and floats entirely of steel, and it is predicted that at no late day the coal fleets will be composed of steel steamers and barges.

Five hundred coal and oil prospecting licenses, for which the provincial government of British Columbia has received fifty thousand dollars in fees, have been reduced to waste paper by the finding of the full court in a recent case. Endless confusion has been created as to the ownership of coal and oil lands in the interior of British Columbia. Men who have improved the properties they had staked in good faith have awakened to find that they have no legal claim to them, a tremendous crop of litigation is ready for the reaping of the lawyers, and the members of the government themselves are not unlikely to become defendants personally in a series of suits to recover not only the fees collected, as it now turns out, without any value being given in return, but also damages from losses caused by accepting faulty licenses in good faith.

Shippers in the Pittsburg district are becoming alarmed at the continued car shortage and the scarcity of laborers, which has resulted in many of the railroads issuing a circular to the shippers explaining the condition of affairs. The railroad officials admit frankly that there is a shortage of cars, but deny that there is a scarcity of men, as charged, to handle the

trains. Some roads, however, here, admit that a large number of additional train men could be used and two roads entering the city have had large posters to this effect circulated along their lines. In the circular issued to the shippers the railroad officials announce that hundreds of cars are being delivered daily to the manufacturers and coal shippers, and that there has been a slight improvement in the condition of affairs in the last few weeks.

The new State Railway Commission has been getting busy in regulating several matters that affect the coal trade. An amicable agreement was reached a few days ago between the commission and representatives of the railways by the terms of which the same rates shall comply to competitive and non-competitive stations in the haulage of coal. Under existing conditions the rates to certain points were in excess of that to others at greater distance from the mines, because the former did not happen to be railway junctions. This will place the small towns having but one railway line on the same footing with the cities, so far as the proportionate charge for the actual number of miles hauled is concerned. The railroads professed themselves favorable to this change. To give effect of new tariffs this ruling will not go into effect until January first, 1907.

After several years' litigation and idle collieries, owing to a fight among the stockholders, the Natalie Coal Co. and the Natalie railroad are both expected to resume operations in the near future, or as soon as the new company and a few capitalists under the name of the Anthracite Coal Co. of Pittsburg is organized. Attorney A. Leo Weil purchased the Natalie railroad on September 28 on account of the bondholders, who are the present owners of the Anthracite Coal Co. of Pittsburg, and who owned previous to this purchase what was known as the Natalie Coal Co. The Natalie mine stock has been held by three Pittsburg banks and although the colliery was, when in operation, a heavy producer, giving employment to about 1,100 men and boys, owing to the litigation it has been shut down for several years and was several times put up at public auction.

Between 300 and 400 miners, most of them idle and of their own volition, attended a mass meeting held at Charleroi during the week. The meeting was addressed by Frank

Feehan, president of District No. 5, and other prominent local leaders. In his address Mr. Feehan cautioned the men to obey the law strictly, and told them that no good could come of violation of the injunction now in force against them. He further stated that negotiations were pending for a settlement, and that in the near future the company would be licked, and the men restored to their old jobs. And at the present time every one of these miners could get work, within easy access of their homes, at other mines, and could get a premium on their labor. But, they must wait; wait for the time to come that they can say, "we licked the company," even though they nearly starve in the meantime. Further, it is one hundred to one that when these same men do go to work it will be at other places.

## RAILS NEW and RELAYING

12 to 100 lb. Sections  
Second Hand Rails cut to length.  
Immediate shipments guaranteed from stock. Less carloads our specialty.  
**L. B. Foster Co.,** 619 Park Bldg. Pittsburgh, Pa.

## STEEL RAILS

We buy and sell all sizes of New and Relaying Rails. We have in stock new light rails from 12-lb. to 40-lb. ready for quick shipment. Please communicate with us.  
**IRON CITY STEEL COMPANY**  
Bessemer Building, Pittsburg, Pa.

## RAILS NEW AND RELAYING

Buyers of Mixed Mine Scrap  
**L. K. HIRSCH CO.**  
Frick Building, PITTSBURGH, PA.

## Richards Coal Mining Co.

Frick Annex PITTSBURGH, PA.



## MINERS AND SHIPPERS

OF  
**Youghiogheny Gas Panhandle**  
**Pittsburg No. 8**

AND ALL GRADES OF  
**CONNELLSVILLE AND W. VA. COKE**

## THE COMING COAL FIELD

Is in Maryland. We have 800 acres in Garrett County, and a fully equipped mine, capable of producing from 500 to 1000 tons a day, of high-grade Steam, Blacksmith and Coking Coal.

## WE WANT MORE CAPITAL TO DEVELOP OUR PLANT

Our property has quadrupled in value inside of the past year. If interested write to

**BEECHWOOD-  
CUMBERLAND COAL CO.**  
LAND TITLE BLDG. 911 BESSEMER BLDG.  
PHILADELPHIA, PA. PITTSBURGH, PA.

## C. C. BOWMAN MINER and SHIPPER ANTHRACITE — COKE — BITUMINOUS (SOLE SHIPPER)

"RELiance" "LOPEZ"  
"Buck Mountain" Mine Agent "Perfection" Smithing  
"Big Vein Lehigh" "Best" Gas  
"Wilkes Barre" "White Oak" Steam  
And other grades Anthracite And other grades Bituminous  
Connellsville, Latrobe, Gallitzin and West Virginia Coke  
**ADDRESS ALL COMMUNICATIONS TO 119 WILLIAM ST., PITTSBURGH, PA.**  
Anthracite Shipments made by Rail or Water via P. R. R., P. & R. R. R., L. V. R. R., Erie R. R., and their connections.

**HENDRICK MFG. CO.**  
CARBONDALE, PA.

NEW YORK OFFICE,  
149 BROADWAY,  
COR. LIBERTY ST.



**PERFORATED PLATE**  
STEEL or BRONZE  
SPECIALLY IMPROVED  
SCREENS FOR CLEANING AND  
SIZING COAL AND COKE, FOR  
SHAKING AND REVOLVING  
SCREENS.

## COAL DEALERS SUPPLIES



erate in price. All shipments made promptly. Send all orders directly to us at Fredonia, N.Y.  
We have no branch house at Chicago or elsewhere in the west.

Manufactured by the  
**Sackett Screen Co., Fredonia, N. Y.,** are first class,  
are exactly as represented  
and are extremely mod-  
**SACKETT SCREEN CO**

Mention THE BLACK DIAMOND when Writing Advertisers

**Delaware, Lackawanna & Western Railroad Co.**

MINES AND CARRIES TO MARKET

**SCRANTON COAL**

**S. C. SCHENCK, Agt.**

Shipments "All Rail," from yards and docks at Chicago and Toledo.

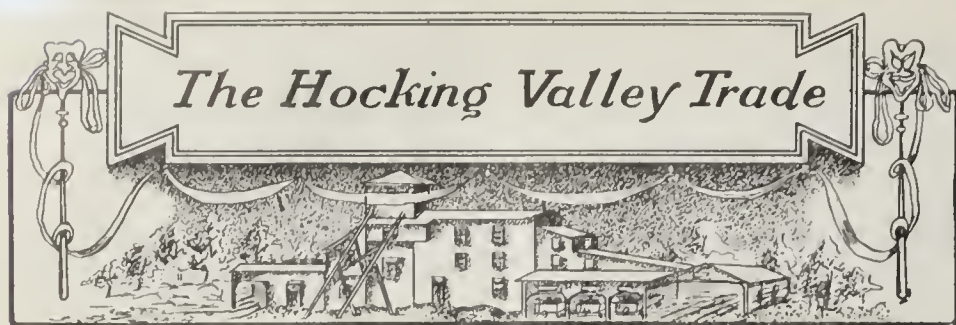
**Soft Coal Department: BLACK BAND**  
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COLUMBUS, OHIO, November 10.—(Special Correspondence.)—Warm fall weather has set at rest talk of further advance of prices for the immediate future. The market is held firm, however, at the prevailing circular of \$2 for domestic lump, Hocking and West Virginia, by reason of the limited output, incident to lack of shipping facilities. Small premiums are being realized in some instances, but this feature of the trade has so far been disappointing. There was a feeling on the part of the more sanguine operators that when prices were not formally increased on November first the demand would force a fancy figure from bidders.

This market has been receiving more than ordinary attention during the past week from Detroit and Chicago jobbers, who have been here in greater numbers than at any time during the present season, but the domestic business has not been materially affected thereby. No one reports any lack of trade, as it would require some time to catch up with orders already booked, but new business has naturally fallen off in a degree since there is a possibility that winter may not set in yet for some weeks. This state of affairs is looked upon as merely a short respite from the clamor for coal that was in evidence during October.

It is predicted that the first spell of sharp, cold weather that develops will throw the market into a panic. The advices of local operators is that there exists a general shortage in most localities which they depend upon for a winter market, and speculations as to what coal will bring in the event of a season of severe low temperature reach into record-breaking figures.

One of the features of the market continues to be the demand for slack, a coal product which is taking the place of other grades of steam coal with an increasingly large number of consumers. The circular price of \$1.10 to which high point bids have been tending, is now being realized. A number of operators are forced to buy on the outside in order to supply their trade.

#### Car Shortage Same.

The car shortage in its degree of seriousness from week to week appears to be a matter of individual experience. A better supply is reported from some sources, while others claim the reverse. On the whole the situation shows no improvement, a conservative estimate placing the shortage at about thirty-five per cent of the demand for the Hocking Valley. Little talk is heard of discrimination, only formal complaint from any district in the state being from the Massillon field, where operators are threatening to invoke the authority of the state railway commission to decide whether the cars bearing the name of the Hanna Co. are really its property or that of the railroad. The independents state that this proposed action has already borne fruit, as they are being taken care of in better shape, receiving a mid-week supply for the first time in a month.

Local coal men look for a large measure of relief if the agitation in favor of raising the per diem charges on cars retained by connecting railway lines results in action being taken. At the present low rate of 25 cents the coal roads in this territory are great sufferers in being kept out of the use of their equipment. This abuse continues to grow at such a rapid rate as to more than offset the large number of new cars which some of the lines have received within the past year or two.

Sentiment is in favor of placing the new per diem at not less than 75 cents.

Box car shipment to western and northwestern points is in unusually large demand just now, but it is almost impossible for even the most influential operators to secure cars. The increased value of coal makes shippers at distant points more anxious to protect cargoes, and the extra loading charges of 10c per ton are willingly paid.

The retail coal market is quiet, as a result of the present warm weather. Prices remain very firm at \$3.50 for Hocking and West Virginia lump. Pocahontas sells for \$4.50 and anthracite at \$7.25@7.50. Notwithstanding the close proximity of Columbus to the Hocking coal fields, there is a scarcity of supply here, as in other cities, owing to the car shortage.

The Baltimore & Ohio railway is establishing classification yards at Cambridge, Ohio, for the making up of coal trains from the eastern Ohio district. Similar yards are to be located in western Pennsylvania and in West Virginia.

#### GENERAL AND PERSONAL NOTES.

W. L. Timmons, president of the Zanesville Coal Co., was in town on Tuesday.

Lewis J. Hall, retail dealer of Mansfield, Ohio, was in the city the fore part of the week.

E. J. Bull, of the Ohio & Michigan Coal Co., Detroit, was one of the out-of-town callers this week.

President John S. Winder, of the Sunday Creek Coal Co., has been confined to his home by slight indisposition.

H. H. Heiner, vice-president of the Sunday Creek Co., left on Monday for a trip to Chicago and other western points.

Charles L. France, Toledo manager for Maynard Bros., of this city, was in Columbus on Thursday and Friday of last week.

J. Will Smith, of Pana, Ill., whose mine at Gloucester, Ohio, recently went into the hands of a receiver, has returned home from a trip to Columbus.

Frank Haas, a product of Ohio State University, this city, has been made assistant manager of the Consolidated Fairmont & Somerset Coal Cos., at Fairmont, W. Va.

E. J. Howe, the well-known coal man of Findlay, Ohio, was here several days last week in the interest of a large deal for coal lands in the Pocahontas field, which he has under consideration.

The many friends of Ford R. Cate, secretary of the Ohio Wholesale and Retail Coal Dealers' Association, are congratulating him upon the arrival at his home of a fine eight-pound baby girl.

The postponed hearing of the Ohio Shippers' Association before the state Railway Commission regarding the limit of time for free unloading of cars will occur next Wednesday. A number of coal men will be present.

Additional space is being taken on by the Washington Fuel Co., in the Schultz building. One of the features of the re-arrangement will be a modern private office fitted up for the use of General Manager E. R. Hughes.

The Hocking Coal Exchange property has been incorporated as the Hocking Coal Exchange & Mining Co., with

a capital stock of \$100,000. The incorporators are J. P. Comisky, W. H. Bennett, S. P. Bennett, Frank T. Kinison and Edna B. Bennett.

Receiver J. W. Blower, of J. Will Smith's mine, has put the plant, located at Gloucester, Ohio, into active operation again and ready sale is being found for the product, limited only by the scarcity of cars. It is probable that a new organization will soon be effected to lift the receivership and take over the property.

The new Capitol Coal & Coke Co. has adopted a very striking trademark in the form of a combination of the four "Cs" which comprise the initials of its name, set in a diamond-shaped border. Although only a few months old, this company has built up a fine trade, which shows a marked increase from month to month. This showing is due largely to the fact that all of those connected with the enterprise are old experienced coal men.

Work on the million-dollar brick and clay product plant of the Columbus & Hocking Coal & Iron Co., on their lands in the valley is progressing as rapidly as labor for construction can be secured. They are advertising for mechanics and other workmen, of which they can utilize five hundred. It is expected to have the plant in partial operation early in the new year. The course of the small river in the vicinity has been changed to meet the needs of the enterprise, and a new town will spring into existence.

E. F. McManigal, land agent of the New York Coal Co., who is a member of the Columbus common council, is being complimented for the concise manner in which he stated the present coal situation before a committee of that body recently. In reply to popular clamor, fostered by the daily press, against the increase in prices to the domestic consumer, he showed conclusively that the advance was not arbitrary, but was the natural result of prevailing industrial conditions.

Some very effective tests were made this week with Maynard Bros.' new Henry Clay smokeless coal, at the retail office of the Brush Creek Coal Co., which fully bear out the high character of the analysis. Tests made with both lump and fine slack show this fuel to have a high place among the smokeless coals. It developed an intense heat energy, with an entire absence of soot and a minimum quantity of ash. The Henry Clay Smokeless comes from the new Pike county district of Kentucky and is about to be introduced to the domestic trade.

On December first George H. Beeson, secretary of the General Hocking Coal Co., will sever his connection with the latter concern to accept the position of auditor of the Jeffrey Manufacturing Co., of this city. The place has just been created and carries with it a very handsome salary. The tender of the office to Mr. Beeson is a high compliment to his abilities. As one of the largest manufacturers of mining machinery in the country the Jeffrey Co. will be benefitted in having the services of an experienced coal man in this capacity. Mr. Beeson was auditor of the Sunday Creek Co. for several years preceding the recent consolidation of the Morgan interests.

Advance action has been taken by the Hocking Valley and the Toledo & Ohio Central lines in complying with the ruling of the State Railway Commission that new tariff sheets be issued before February first, 1907, giving shippers the right to deliver freight to any point on any railroad within the state. Heretofore a mine located on one of these lines could sell coal to a dealer or consumer doing business on a competing coal road, as the railway would not accept any but the product of mines on its own road. The doing away with such arbitrary restrictions will be generally welcomed by the coal trade, aside from a few concerns which have been

peculiarly benefitted by it. It is held that without giving anyone a special advantage, it will eliminate an annoying feature and help to give free play to fair competition. The tariff sheets of the two lines named are the first of the kind that have been issued.

BURT R. WYETH, President  
A. ERNEST WASHBURN, Gen'l Manager

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Hocking, Capitol Splint and West-  
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and Domestic Coke

Columbus Savings and Trust Building  
COLUMBUS, OHIO



# THE BLACK DIAMOND

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CHICAGO  
CINCINNATI

NOVEMBER 17, 1906.

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\$3.00 PER YEAR.

## General Review of the Markets.

THE CHILDREN are already looking northward for Kriss Kringle. With anxious ear they are trying to catch the sound of sleigh bells. The miniature snow storm of this week tended to make the market more firm, especially on domestic sizes. In almost every part of the country there is a decided strengthening of the tone of the market and it is the general experience of selling agents that the demand has perceptibly increased. The chief factor in the production of the coal supply is the shortage of cars which continues at about the same proportion as last week. Owing to the increased demands of consumers the yards of retailers are being somewhat depleted, which is having its usual effect upon the wholesale trade. Very little labor trouble is predominant throughout the mining districts. The miners on the whole are fairly well satisfied with the wage scale, the only severe criticism being that they are not furnished with continuous work. This is not the fault of the operators of course, who are not in a position to operate their mines continuously on account of the inadequate transportation facilities. The consumption of coal in almost every part of the country is greater this year than ever before. This, no doubt, is due to the large increase in industrial activity throughout the country together with the increasing population.

The operators who own individual cars manage to get fairly good service. How they will come out when the Interstate Commerce Commission requires that the private cars shall be dispensed with is a question which the future must decide.

### Anthracite Market Strong.

The week has been characterized by a perceptible increase in demand for anthracite in practically every part of the country. This has been occasioned by the first aspects of winter and the lateness of the season. Practically all of the apartment buildings, flats and private homes have now started their fires for the winter and since most of the little supply of coal which they had on hand has been consumed the filling up of the coal bins has consequently increased the current demand. The amount of anthracite coal coming in to the Chicago market this year by boat is nearly thirty per cent less than last year at this time. To this shortage should be added from twenty-five thousand to thirty-five thousand tons lost in the recent fire of the Lehigh Valley Calumet dock at South Chicago. There has also been a shortage of about seven per cent in rail receipts as compared with last year, on account of the difficulty of operators at the mines to secure sufficient cars to transport the product. These facts simply go to show that the amount of rail business during the coming winter will be greatly augmented, which means that the delivery of coal on current orders in many cases will be very slow. Retailers are already beginning to regret that they did not accept the advice of many of the selling agents early in the year and place sufficient stock to take care of current demand. Dealers who have not a sufficient quantity of coal on hand to cover the delays which are bound to exist on account of the attendant conditions will have great difficulty in securing enough coal to satisfy their patrons.

### Bituminous Market Very Firm.

Some of the bituminous operators are now wishing that some of the contracts which they executed last summer when coal was low were in the fiery regions. It is exasperating to be compelled to get only sufficient coal to supply regular contracts at a time when prices for coal in the open market are so attractive. The demand for steam sizes and domestic lump and egg is very firm and there is very little spot coal of this description available. Mine run, however, both Illinois and Indiana, is more plentiful, and the market is characterized as weak. One characteristic which differentiates the market this season from the usual conditions is the predominance of smokeless spot coal. Early in the season when prices were low many of the dealers were wise enough to put in a good stock and now when the prices have advanced they are not in the market for as much of the product as usual. A large number of new companies are entering the bituminous coal field, which of course will in the near future increase the supply, which now is practically equal to the demand at a time when the car shortage permits only about fifty per cent operation. When the railroad companies get in a position to furnish enough equipment to take care of the coal it may be possible that some of the new operators will wish they had not gone into business. Prices are being fairly well maintained and the market in general is firm, with an increasing demand. The consumption of steam sizes is constantly increasing both on account of the large increase in industrial activity and the increasing amount of bituminous used in furnaces. There is a perceptible increase in the amount of Hocking and Jackson Hill coming into this market from the Ohio field. West Virginia coals show a decided decrease in supply

and the amount of Illinois coal coming into the western markets also shows a decided increase, especially from the southern district, where the coal is of a very high grade.

### Western Markets Very Firm.

The Chicago market this week is characterized by a shortage of Youghiogheny, West Virginia splint and the domestic sizes of Carterville and Sullivan county coals. Prices are being well maintained, with the exception of mine run and screenings. The demand throughout the northwest has been greatly accentuated and the stocks of retailers are in very good condition, owing to the fact that considerable demurrage coal was found recently in the northwestern markets, which gave dealers an opportunity to stock up their yards. Some of the railroads in the northwest have placed an embargo upon cars coming to Duluth which has tended to greatly mitigate deliveries. This condition is also increased by the heavy grain movements which predominate this season of the year. A good supply of coal is coming from the Illinois mining districts on account of the loosening up of the car supply. This, however, does not characterize the conditions in all parts of the Illinois field. The prices are somewhat stronger than last week, although the dock companies are making every effort to hold up their prices to circular. In some cases sales have been known to have taken place at a small cut. On the whole prices are very firm.

The Hocking Valley is characterized by a great shortage in cars and it is believed by some that not more than fifty per cent of the required tonnage is being hauled. Contractors who are trying to buy coarse slack this year are being asked forty-five to fifty cents in advance of previous quotations. The prices are strong in the Detroit market and the car shortage is reported worse than ever before in the history of the coal industry. The amount of coal on hand at steam plants is very small and manufacturers are getting worried over the situation. Retail business is very active and in one Michigan town it is reported that not any of the four dealers have any coal on hand. Conditions in Indiana are about the same as last week. The mines are operating only about half the time and the prices to the retail trade are very strong. The southwestern markets show a strong tone and prices have not been advanced during the past week, although the demand for coal is excessive. Much interest is shown in the Kansas City district over the investigation of the special committee of the United States senate *in re* the Ford-Chiles coal leases. In general all of the western markets are in a very satisfactory condition, with the demand for coal greatly exceeding the supply.

### Eastern Markets Very Active.

The shortage of anthracite in the eastern markets is not as great as characterizes the condition farther west. Selling agents and operators are gratified to know that the total production of October exceeded their expectations. The amount of coal mined was 5,384,768 tons, the largest production in that month and exceeding the shipments for October, 1905, by over 179,000 tons. The delays in shipment to the eastern markets both by navigation and rail are very disappointing. Box cars are very short at the mines and dealers are willing to accept any kind of a car which will carry coal. The line trade throughout the east is very strong. The reduction of stocks in consumers' bins on account of the cold weather during the past week has been reflected upon both retailers and wholesalers. The seaboard bituminous trade shows continuous improvement as the season advances. Prices are better and the market firmer. There is an embargo on shipments to New England and an increase in the demand for bituminous along the sound.

New York harbor trade is very active and on the whole the market is characterized by a very healthful condition. The Baltimore district shows better prices in the bituminous market. The demand for coke is very strong and the car supply in the anthracite region is somewhat better than last week. Vessels for coastwise shipments are in good demand and the freight rates are on the upward trend. There is an increase of about twenty per cent for southern charters and even at this high tariff it is difficult to get sufficient bottoms to carry the coal required by urgent demand.

Conditions in the Pittsburg field are practically the same as last week. A careful computation of the car situation shows that there is only about thirty-five per cent freight cars to carry the coal required by the present demand. Shipments of both coal and coke show an increase over last week and over twenty-five million bushels of coal are now standing in barges waiting for a rise in the river. Prices are firm and the trade on the whole is highly satisfactory to both operators and sales agents.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, Nov. 16.

During the past week the mercury fell as low as twenty-nine degrees Fahrenheit which tended to make the prices on all domestic grades of coal more firm. The only feature of the week which warrants attention is the oversupply of smokeless mine-run. Many of the selling agents are trying to hold up prices to the circular, which is \$1.35, but in some instances it is claimed that mine-run is being purchased as low as \$1.15. The trend of prices is practically the same as last week. The demand is accentuated for almost every class of coal and the market is growing stronger on account of the increasing country demand, together with the cold weather which is greatly stimulating orders. The amount of coal coming into this market has not notably increased during the past week. The increased amount of smokeless spot run-of-mine is not due so much to the increase in supply as to the falling off in demand. This, no doubt, has been occasioned by the fact that prices are now ten cents greater than earlier in the season at which time the dealers stocked up their yards and are therefore not in the market for large quantities of this class of coal at present. There is very little spot coal available in other grades excepting screenings which are a little stronger than last week. The car supply in every part of the country continues very bad. No doubt it is worse in Illinois and West Virginia than at other points. In the near future a large amount of high class freight will enter the yards preparatory to the vast holiday trade. This will be a great impediment to the switching service which is already inadequate. Many of the railroads at present will not promise recommitment of cars in less than ten days and in some cases they do not succeed in forwarding the cars to their destination inside of two or three weeks. Selling agents are greatly hampered in the delivery of coal owing to the fact that many of the railroads refuse to permit their cars to leave their own system. This necessitates the ordering of the coal direct from the mines, consuming a long time for delivery. The strongest points of the market this week are Youghiogheny, Fairmont lump and Hocking coal, although the Hocking is not in as strong demand as last week.

Carterville lump and Sullivan county lump are also characteristically strong. The weakest points of the market are screenings and Indiana and Illinois mine run, which range in price from \$1.10 to \$1.05 respectively. It is very difficult to predict what the market will be in the next few days, however, but it is a rational supposition that a few continuous days of cold weather would rapidly dispose of all the coal in transit and on the tracks, thus resulting in a very strong demand. Dealers who have not yet prepared for the demands of their trade will experience great difficulty in getting coal in the future. One selling agent in the northwest reports that he just received some cars of coal that were ordered last September.

#### Anthracite in Firm Demand.

There is an increase in the demand for anthracite this week, owing to the sudden drop in the mercury. The supply of coal coming in to market is a little greater than last week. The destruction by fire of the Lchigh Valley storage dock at South Chicago will have some effect on the prompt delivery of coal to their patrons. This company, however, has two other storage plants in Chicago, and four at Milwaukee and at the head of the lakes, and they will be in a position to take care of their trade fairly well although it will be necessary to fill many more orders by all-rail shipments. The car shortage

continues very acute and greatly affects the prompt delivery of coal from all of the docks. Transportation facilities at the mines continue about the same as last week.

#### Illinois Coals Very Firm.

CARTERVILLE coals continue in brisk demand and the market is much firmer than it was last week. The new circular advances the prices on domestic to \$2. The price of screenings is a little stronger and the demand a little firmer. Prices seventy-five cents, f. o. b. the mine, or \$1.75, f. o. b. Chicago. Egg and lump are being bought at \$1.65 f. o. b. the mines, or \$2.65, f. o. b. Chicago with a strong demand. No. 1 washed coal is bringing \$2 f. o. b. the mine, or \$3 f. o. b. Chicago; No. 2 washed lump, \$1.80 f. o. b. the mine or \$2.80 f. o. b. Chicago with a fair demand. Country business no doubt is taking an increasing amount of coal at the mines which has tended to make this market firmer.

WILMINGTON coal is characterized by nearly the same conditions as described it last week. Lump is quoted at \$2.50 f. o. b. the mine or \$3 f. o. b. Chicago. The car supply has not improved and selling agents are greatly behind on their orders.

THIRD VEIN and Spring Valley operators claim that the demand is much greater than last week, owing to the country business and the increasing requirements of the northwest. One of the Spring Valley mines made a record-breaking shipment again this week to the Consolidated Fuel Co., of Fremont, Neb. The order was placed Tuesday afternoon, the coal loaded Tuesday night and by special North-Western coal train arrived in Fremont on Wednesday night of this week. It is reported that there is a shortage of labor in the Third Vein district and that another mine will be started early next week if sufficient men are secured to begin operation.

FRANKLIN county operators are very optimistic over the present state of the market. They report that the demand is increasing and that if it were not for the scarcity of cars their troubles would not assume sufficient proportions to warrant mentioning. Mine run is quoted at \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago. Egg and four-inch lump, \$2@2.25 f. o. b. the mine, or \$3@3.25 f. o. b. Chicago, with a firm demand.

Du QUOIN market is in good shape, but operators are not able to secure a sufficient quantity of coal to fill orders promptly. The car shortage continues very bad and there is no immediate hope of improvement. No. 1 nut is bringing f. o. b. the mines \$1.20 or \$2.10 f. o. b. Chicago; six-inch egg and lump, \$1.45 f. o. b. the mine, or \$2.35 f. o. b. Chicago, with a very firm market. Mine run is quoted at \$1.10 f. o. b. the mine or \$2 f. o. b. Chicago, and the market is somewhat weak.

SPRINGFIELD district is in about the same condition as last week. This means that the car service is very poor, perhaps worse than at any time this season. Mine run has been bringing \$1.10 f. o. b. the mine, or \$1.85 f. o. b. Chicago. Egg and quarter-inch lump is quoted at \$1.40 f. o. b. the mine, or \$2.15 f. o. b. Chicago, with a firm market; six-inch lump, \$1.50 f. o. b. the mine or \$2.25 f. o. b. Chicago, market strong. There is a notable increase in the demand for domestic sizes.

#### West Virginia Coals Strong.

KANAWHA selling agents claim that the demand for domestic sizes is very strong. Three-quarter inch lump has been bringing \$1.65@1.75 f. o. b. the mine, or \$3.55@3.65 f. o. b. Chicago. Inch and a half lump, \$1.75@2 f. o. b.

the mine or \$3.65@3.90 f. o. b. Chicago; the market is strong.

WINIFREDE SPLINT continues in strong demand. The market and price is practically the same as last week; egg and lump, f. o. b. the mine, \$2.10, or \$4 f. o. b. Chicago; washed egg, \$2 f. o. b. the mine, or \$3.90 f. o. b. Chicago. Very little of this coal is available owing to the excessive car shortage in the Winifrede district.

BLACK BAND is in good demand and continues to bring f. o. b. Chicago and docks, \$4.50. The car shortage is worse, if possible, this week than last. This, however, does not seriously affect the production of the mines, since a large amount of the Black Band product is transported by boat and goes to the eastern market. The demand continues very firm.

THE NEW RIVER market is not as stable as last week in respect to mine run, on which the demand is somewhat weak. Prices, f. o. b. the mine, are \$1.15@1.35, or \$3.20@3.40 f. o. b. Chicago. There is quite a large amount of spot mine-run available. Egg and lump are scarce and bringing at the mines \$2.25, or \$4.30 f. o. b. Chicago, market firm. The eastern demand for smokeless is increasing and will no doubt mitigate the supply coming westward which will tend to strengthen this market. Many of the dealers no doubt have heavy stocks of smokeless which were placed earlier in the season when the prices on mine run were lower. This is having its usual effect at this time on current demand.

FAIRMONT operators claim the car shortage is a little greater than last week. Selling agents are away behind on orders and there is little hope of an increase in the supply of coal in this market in the near future. Three-quarter inch lump at the mines is selling at \$1.50@1.60, or \$3.40@3.50, f. o. b. Chicago.

POCAHONTAS is in little better shape than New River. The demand for mine run is weak and in some cases is bringing \$1.20@1.35 f. o. b. the mines, or \$3.25@3.40 Chicago. The demand for egg and lump is firm and prices are \$2.25 f. o. b. the mines or \$4.30 f. o. b. Chicago. It is expected that the embargo at Columbus on the Big Four railroad will no doubt affect the supply of coal coming into this market.

#### Indiana Coals Firm.

SULLIVAN and Greene county operators claim the demand for Indiana product is increasing. The conditions are about the same as last week; mine run is worth \$1.25 f. o. b. the mine or \$2.05 f. o. b. Chicago; egg and lump, \$1.70 f. o. b. the mine or \$2.50 f. o. b. Chicago. The demand for domestic sizes is strong, but only firm on mine run. Inch and a quarter lump is quoted at \$1.50 f. o. b. the mine, or \$2.30 f. o. b. Chicago.

CLINTON operators claim the prices and demand this week are practically the same as characterized the market last week. Mine run is firm at \$1.25 f. o. b. the mine, or \$1.95 f. o. b. Chicago; inch and a quarter lump is bringing at the mines \$1.60, or \$2.30 f. o. b. Chicago; four-inch lump is worth \$1.75 f. o. b. the mines or \$2.40 f. o. b. Chicago. The car supply is fairly good, but there is not a sufficient quantity of coal to take care of urgent orders.

BRAZIL BLOCK is characterized by an increasing demand. Operators are producing only about thirty-five or forty per cent of the normal production and are behind on their orders, although these are in better shape than last week. This grade of coal is bringing at the mines in open cars \$2.40 and \$2.50 in box cars, or \$3.20 for open and \$3.30 for box cars at Chicago.



Youghiogheny operators are not able to produce nearly enough coal to take care of the urgent orders of the western market. Therefore Youghiogheny is one of the strongest coals this week. Prices continue about the same, however, as were quoted in the last issue. Nut coal is in good demand and is worth \$1.50 f. o. b. the mines or \$3.40 f. o. b. Chicago. Three-quarter inch lump, \$1.75@1.85 f. o. b. the mines or \$3.55@3.65 f. o. b. Chicago, with a very strong demand.

#### Kentucky Coal Very Scarce.

Selling agents handling the Kentucky product say that they have received so little coal during the past week that they have not been in a position to spread out the coal on urgent back orders. The car shortage is growing more acute every day, and this together with the increasing demand of the southern mar-

ket tends to greatly reduce the supply of Kentucky coal coming to this market. The price at Chicago is \$4.25, with a very strong demand.

#### Coke Market Very Firm.

The demand for coke in the western market continues very strong and western selling agents are not able to secure sufficient quantities to supply contracts. By-product foundry coke has been bringing this week \$6.25@6.50; Wise county West Virginia seventy-two-hour foundry coke, \$6.50@6.75; by-product domestic coke \$5@5.25; West Virginia forty-eight-hour, \$5.65, with a strong market; West Virginia seventy-two-hour coke, \$5.90@6.15; Connellsville seventy-two hour foundry coke, \$6.75@6.90. All the above quotations are f. o. b. Chicago.

#### Ohio Coals Active.

JACKSON HILL coal is in practically the same demand as last week. The car shortage is also

about the same, which means on the whole very bad. Prices are maintained at \$2.50 open cars and \$2.60 box cars, f. o. b. the mine, or \$4.15 open and \$4.25 box cars, f. o. b. Chicago, with very little spot coal available.

PITTSBURG No. 8 continues scarce, and the car shortage is very acute. Very little of this coal, comparatively, is coming into this market, and dealers are clamoring to have back orders promptly filled. Inch and a quarter lump at the mines is worth \$1.75, or \$3.40 f. o. b. Chicago.

HOCKING coal is more plentiful this week than last. Prices, however, are about the same; inch and a quarter lump continues to sell at \$2 f. o. b. the mines, or \$3.65 f. o. b. Chicago. There is some talk that selling agents are receiving \$3.75 f. o. b. Chicago. The prices on this grade of coal are very high and it is not probable that there will be any advance.

## Market Conditions and Gossip from Cincinnati.

CINCINNATI, OHIO, November 14.—(*Special Correspondence*).—Last week's forms will not do for this week so far as the general condition of the market is concerned. The weakness noticeable last week in certain quarters has disappeared, and some of the same persons and companies which last week reported that they could fill orders immediately, and found the market on smokeless coal rather weak, were buying coal this week to fill their orders, and a generally healthy condition of the market is the feature this week. Prices are practically unchanged. In the same breath, or in the same line, it must be said that there is a scarcity of coal, and the price is a secondary consideration.

Two dollars and twenty-five cents a ton f. o. b. the mines is a fair quotation on Pocahontas and New River lump and egg with the market quite strong. Two dollars is the lowest price heard for good splint lump at the mines, and a number of companies are asking a great deal more than this. Splint run-of-mine is very firm at \$1.25@1.50 and smokeless has about the same range of price, with deliveries a little better on smokeless than splint. Nut and slack is in good demand at from 80 cents upward at the mines. There is absolutely no improvement in the car service on any of the roads handling coal.

#### Large River Shipment.

The river dealers were lucky again this week in receiving upward of a million bushels from the mines by river. The market was so bare of river coal, however, that this amount of coal was quickly absorbed by the local elevators, and prices were not affected in the least. Most of the first class lump coal that was sold during the week brought eight cents a bushel, while a little of the amount brought eight and one-quarter. Nut and slack in barges is worth from 5½@6½ cents a bushel afloat.

The retail trade of the city is fair, and prices are well sustained. Standard splint is worth \$3.50 a ton delivered to families, while Pocahontas and New River bring \$4.25 a ton. Anthracite is \$7.50 and nut and slack, for steam purposes, ranges from \$1.90 to \$2.25 a ton delivered. Coke is quite strong at former quotations.

#### Winifrede Co. Buys Belmont Coal Co.

The Winifrede Coal Co., one of the oldest and largest of the Kanawha coal producing companies, has just bought outright the coal lands, tipples, and other properties of the Belmont Coal Co. The Belmont Co. is located on the Chesapeake & Ohio railroad and the Kanawha river, seven miles east of Winifrede, and consists of eleven hundred acres of coal lands with mines having a present producing capacity of four hundred tons. The Winifrede Co. will take steps at once to increase this output to seven hundred tons or more. With

the acquisition of this property, the Winifrede Co. becomes the owner of twelve thousand acres of coal lands and six producing mines, with a daily output of nearly 3,500 tons. The present selling organization of the Winifrede will take care of the additional tonnage.

#### Another Coal Run from the Kanawha.

The recent rains were just sufficient to make a nice little rise out of the Kanawha river, and not quite enough to let the Pittsburgh shippers out with their fleets of coal. Eight or nine medium sized tows of Kanawha coal were brought into this market during the week, besides two tows of Island Creek coal, which is loaded into barges at Huntington, W. Va. This rather large amount of coal comes in when it is badly needed by the river elevators, and it kept quite a number of concerns from going into their yards for coal. As it is now, they can go ahead elevating from the river, and thus save their yard coal for times of greater scarcity and possibly higher prices. The names of the towboats bringing in the precious black diamonds this week were the Otto Marmet, Lucie Marmet, Winifrede, Val. P. Collins, Catherine Davis, Robert P. Gillham and J. T. Hatfield. All of the boats have gone back to the mines with tows of empty barges.

#### NEWS NOTES AND PERSONALS.

Clem Heck, Skout of the Order of KoKoal, and general good fellow, was a Cincinnati business visitor this week.

Capt. Oscar F. Barrett has had his towboat, the John Mackey, rebuilt at Point Pleasant, W. Va., and has changed her name to Major Slack. Major Slack is Captain Barrett's brother-in-law.

Col. J. C. Beebe, general manager of the Island Creek Fuel Co., spent several days here this week, pushing forward the work on his big new coal elevator at Sekitan, a few miles below this city.

The Mount Morgan Coal Co.'s mines and properties at Williamsburg, Ky., have been sold to W. T. Underwood and associates of Birmingham, Ala., for over \$100,000. Mr. Underwood will greatly improve the properties.

R. G. Chatfield, representing the Chatfield Coal Co., with headquarters in the Blackstone building, Ashland, W. Va., was a pleasant visitor Wednesday at the Cincinnati office of THE BLACK DIAMOND. Mr. Chatfield represents a number of mines, but is pushing his Elkhorn smokeless most at this time.

The Cincinnati Chamber of Commerce records for the month of October show that the receipts of rail coal at Cincinnati during the month were 9,964 cars, compared with receipts of 7,382 cars during the same month last year. The shipments during October, 1906, were 4,001 cars, while the

shipments during the same month last year were 4,688 cars. The receipts of anthracite were eighty-five cars this year compared with receipts of thirty-two cars during the same month last year.

Peter R. Budd, formerly president and general manager of the Collier-Budd Coal Co., of this city, and later largely engaged in the Pittsburgh coal trade, has gone into the automobile business in Pittsburgh, and is now president of the Hiland Automobile Co., a corporation of \$100,000. Mr. Budd is an enthusiastic automobilist himself.

G. W. and A. L. North & Co., Rising Sun, Ind., were visitors in the coal corner on 'Change Wednesday. These gentlemen control the coal business of Rising Sun, one of the prettiest little cities on the Ohio river. Their principal business is selling Raymond coal, which they get by the barge load. Rising Sun is reached only by river.

J. C. Wheeler, manager of the White Oak Coal Co., whose offices are located in the Union Trust building, has just returned to Cincinnati from attending the funeral of his father-in-law, General St. Clair, of Fayetteville, W. Va. General St. Clair was well known in Cincinnati, having had a great deal of business with the various coal men. He was interested in many coal deals in West Virginia.

The Ward Engineering Works at Charleston, W. Va., has just completed a large new towboat of a new and improved type at a cost of upward of \$50,000. Mr. Ward is about the only builder of towboats in the country that has made any improvements during the past twenty-five years. He builds a light draft, screw propeller steamer. His works have built the boilers for quite a number of the United States war vessels.

The Guyan Valley Fuel Co. has been superseded by a newly incorporated company, called the Island Creek Fuel Co. E. P. Merrill is president, and J. C. Beedle is general manager. The change in name was thought desirable for advertising reasons, the company being simply the transportation end of the United States Coal & Oil Co., which produces Island Creek coal exclusively, and which coal is sold exclusively by the Island Creek Coal Sales Co.

William Brown and William E. Brown have filed suit in the superior court to recover \$1,500 for W. R. Ballou as commissions on the sale of stock in the Phoenix-Jellico Coal Co. The charge is made that Ballou owned \$50,000 worth of the stock which he asked the Browns to sell for him, offering them \$1,500 if they would get \$25,000 for the stock. They claim that they made the sale September first last, and that payment of their commission was refused. Therefore, they sought to attach funds and collateral in the hands of Prescott Smith as trustees.



# West Virginia Mining News.

WHEELING, W. VA., November 14.—(*Special Correspondence*).—If the Wheeling and Fairmont districts are an example, and the indications are all in that direction, price is no consideration. The paramount consideration is cars, and without these for delivery, flattering offers have to be turned down.

Hereabouts run-of-mine at the mines can bring \$1.35, the highest notch for many a day. Yet operators have to let the opportunity go by and take care of their regular trade at prices made months ago.

It is a familiar story, but particularly impressive just now, that car shortage is a text for reasonable complaint. No other factor enters into the situation at present, and a man with free coal could reap a harvest.

More than a thousand miners employed by the Fairmont Coal Co. were forced to be idle for two or three days at a stretch early this week. This was the first instance in a long period when such an important suspension became necessary.

## Fifty Cars for Nineteen Mines.

For the nineteen mines of the company near Clarksburg there was a total of only fifty cars during that time. Slight shortages have occurred right along, but the company has managed to strike a fair average under the circumstances by the hardest efforts and thus furnish fair time for the miners.

The lack of cars works doubly hard on operators this season in view of the scarcity of labor. Men who can not get full or nearly full time are only too willing to leave for other regions where there are more inviting prospects.

West Virginia operators have held their own in the labor field in the face of sharp competition from the operators of adjoining states who want men and who have sent agents with bonuses into this field. Consequently they feel a car shortage from the effect it has in limiting their trade with the consumer and also in the effect it has of alienating some of their best workers.

## Sales Agency Organizer Dies.

The death has recently occurred of Gen. J. W. St. Clair, of Fayette county, for many years counsel for New River coal companies and through whose efforts largely the sales agency system was perfected in that region, whereby ruinous competition was done away with. He showed a masterly genius in that respect. He was also of great service in resisting the efforts of strike agitators to make

headway. He showed his physical bravery on occasions when it took cool bravery to deal openly with lawless elements in poorly policed territory.

Eleven tracts of coal land have been sold by commissioners' sale at Morgantown to Capt. L. C. McCormick, for \$65,000. The coal is near the Monongahela river and the Fairmont & Morgantown branch of the Baltimore & Ohio railroad. Captain McCormick bought the land for speculation and already two or three unknown parties have indicated a desire to take it off his hands at a good advance.

Dr. I. C. White, the state geologist and an eminent authority on the mineral formations of West Virginia, is out in advocacy of legislative restrictions on the waste of natural gas in the producing fields. Another effort to limit the exportation of the fuel to Ohio, Pennsylvania and other states will be made at the coming legislature. They will pattern after the Indiana law. The Indiana method is to limit the amount of pressure, in this way evading a clear embargo, since it is a constitutional question whether a state has the right to prohibit the exportation of any commodity.

## Natural Gas Rates Advancing.

Even in West Virginia, and particularly Ohio Valley industrial communities, the decline of natural gas is seen in the increased rates enforced by the companies. The companies are becoming indifferent to the trade of mills and furnaces in this section when they can easily get higher prices by piping the gas for domestic consumption to remoter points in other states. West Virginia is now the leading gas-producing state in the Union, but when its gas shows an appreciable decline coal must get the benefit proportionately.

The state commission to revise the mining laws has decided to submit its report to a subcommittee for preparation. Any drastic measures will naturally arouse opposition from operating interests if designed simply to harass them.

Michael T. Roach, of the Paint Creek collieries' management, and John Nugent, the state miners' president, were elected on the same ticket in Kanawha county, to serve in the legislature.

Jairus Collins, a well known operator on the the Norfolk & Western, failed of election to the state senate by a few hundred votes, but made a good fight against odds, running in advance of his ticket.

# The Detroit Coal Trade.

DETROIT, MICH., November 14.—(*Special Correspondence*).—A peculiar condition in connection with the car shortage in this city is the fact that, while coarse coal is a scarce article and the railroads are gobbling it up with rapacity bordering on desperation, fine coal is comparatively easily secured, though the price, even for coarse slack and nut, pea and slack is stiff. Prices are soaring and are likely to be higher in a short time than they have been in the last four years. Hocking slack is being sold for ninety cents, and nut, pea and slack brings one dollar. West Virginia slack has reached the dollar mark. For the coarser grades no prices are quoted, and jobbers, when asked what they are getting, answer by saying they are "lying low."

## Car Shortage Worse Than Ever.

The car situation is constantly getting worse and it is predicted that if zero weather should strike the middle west the railroads may find themselves badly cramped.

The only question which the coal men are concerned about today is: "How shall we take care of our orders?" The piles of the consumers are getting low and many a big steam plant is mighty near out of the product. The Michigan

Central railroad has not confiscated any more coal this week, but it is buying wherever it can find a man who has any coal to sell. The same is true of other roads running into Detroit.

Local shippers are much interested in the proposed increase of the per diem charge to railroads for the use of cars from twenty-five to fifty cents. It is contended that such a step would greatly ease the car situation by forcing roads to return empties more promptly or buy cars of their own. As it is now, it is cheaper for railroads to rent cars than it is to buy them.

## Hard Coal Getting Scarce.

Nor is the car situation in anthracite circles any better. In fact, the sales agents are worried. Though the consumers are not likely to suffer, for if they cannot get their supply from one dealer they can get it from another, but many retailers are not able to supply their customers. For instance, in the city of Flint, Mich., four dealers are entirely out of coal.

A prominent sales agent has received from Buffalo a letter stating that "the stringency in the car supply continues and it is almost impossible to get hold of any box cars. We cannot," the writer continues, "promise anything

definite. All the shipping interests are in the same shape. We promise our customers that we will do the best we can, but will not guarantee any shipments."

## GENERAL PERSONAL NOTES.

H. A. Ainsworth, of Grand Rapids, a prominent coal man, was in Detroit last Tuesday.

C. B. Grandier, general manager of the A. J. Malcolmson Co., has returned from Pittsburg.

J. T. Sinclair, one of the largest retailers in the city, has moved into his new office in Gratiot avenue.

The retail coal dealers of this city held a meeting last week to take action to prevent the stealing of coal from the cars on the railroad tracks. Organized gangs of thieves are going about making sad havoc and dealers complain that neither the railroads nor the police are furnishing the proper protection. An organization was perfected for mutual protection.

## Missouri River Coal Trade.

KANSAS CITY, November 15.—(*Special Correspondence*).—The special committee of the United States senate met in Kansas City yesterday preparatory to going to the Indian Territory to investigate Indian affairs and report their findings to the senate. The committee spent the entire day at the Baltimore Hotel, considering the Ford-Chiles coal leases, in which the lessees were represented by Attorneys G. B. Silverman and E. C. Wright. Voluminous documents and certified copies of titles and department correspondence were submitted to the committee, which at the close of the hearing announced that it would investigate the claims and report the findings to the senate at the coming short session next month.

According to the contention of the lessees, the Ford-Chiles leases covering a coal field area of eight miles by fifteen, and valued at several million dollars, are located in the Colgate-Lehigh district in the Choctaw nation. They were taken at the time when all restrictions on the Indians' right to lease mineral lands were removed and covered the right to mine for coal in this particular field. The title to lands and development was originally given by the government directly to the Indians, the latter obtaining the same by possession, occupancy and development. Each Indian nation in the territory and particularly in this case, according to the lessees, the Choctaw nation, originally had its own laws by its own legislature, and was regarded by the courts just as much a separate nation with reference to the United States as the foreign country.

The claimants began the construction of the railroad to open this field, and opened some coal mines, prior to the passage of the Curtis act in 1898. Under this act the interior department prevented the further operation of the mines and this field, which is an important one for the development of the southwestern portion of the country, has lain idle.

The claimants of the original leases, which have never been parted with, ask the senate committee to recommend such action as shall result in this coal being exploited fully for the benefit of the Indian nations and all parties concerned, without the need of litigation, the courts to determine the respective rights of the parties in interest.

It is a particularly busy season for coal men in this section of the country. They still continue to get a greater demand for fuel than they can supply. And the prospects are that the "good times" will continue indefinitely. If the increasing use of natural gas and oil is being felt, indication of it are certainly not manifest. "I assure you," said one wholesale coal man yesterday, "that I have never before enjoyed a more prosperous season. Why, if I get enough coal to supply the demand, I verily believe that I could become rich before the season is over. The unprecedented car shortage absolutely prevents us from selling as much coal as we have orders for. In the last week some of the railroads have been sending men all over this western country to get coal for their own use. Just yesterday an agent for the Burlington said that the section of the railroad in this dis-



strict did not have enough coal to last it twenty-four hours, and that he just had to have a supply. I do not know of a mine in the entire southwestern district that is not disposing of all of the coal it can put out. I have heard some operators complain that they are short of labor, that they can not get enough miners to mine their coal. A lack of labor is not a serious problem in this district, but it is certainly true that miners are much scarcer than they were before the big strike."

But in spite of the big demand for coal prices have not advanced in the last two or three weeks. It is said that the operators are anxious to declare another increase, but that they fear such a move would result in too much disagreeable criticism and possibly the accusation that a combine existed. It can hardly be doubted that the trade justifies an increase and that such action would result in great financial benefit to the operators, but as was said before, the dealers may be a little nervous as to the effect it might have on the public.

# The Northwest Coal Trade.

MINNEAPOLIS, MINN., November 15.—(*Special Correspondence*).—Weather conditions locally are slightly more in favor of the coal man than they were last week. On Friday and Saturday the extreme northwest turned loose a cold wind which swept through houses and made the consumption of all classes of fuel very much greater. This was followed the early part of the present week by the first snowstorm of the season. Half an inch or more of snow fell, so that today there is every appearance of real winter, although it is not as cold as it was the latter part of last week. This wintry weather has not had the effect of stimulating demand at wholesale to any great extent, although all the dealers are as busy as they can be and most of them are unable to secure enough teams and men to take care of their customers. One dealer said Tuesday that he could secure enough orders in an hour every morning to operate his teams the remainder of the day. Stocks with retailers are fairly large, as there has been considerable demurrage coal in the northwest during the past fortnight which dealers have picked up when they could secure it at the right prices. This is true particularly of eastern coal which has moved by way of the car ferry.

## The Car Situation.

The car shortage in the northwest is becoming more of a feature, particularly at the docks at Duluth and Superior. Some of the western roads which do not have dock connecting lines have placed an embargo on their cars going to the Duluth lines, the result being that deliveries are very slow. Grain movement comparatively speaking is heavy and this is the cause of such embargoes. The Chicago, Milwaukee & St. Paul, Chicago Great Western and Minneapolis & St. Louis are all reluctant to permit their cars to go to the Duluth-Superior connecting roads and deliveries in the territory reached by these railroads are very slow indeed. Should winter commence at this time there is a strong probability that some suffering might result in the extreme western portions of Minnesota and in South Dakota. Cars from southern and northern Illinois are no more plentiful than they were a week ago. The Chicago, Burlington & Quincy, which taps Herrin territory, had a better supply of cars last week, and on Sunday and Monday there were fairly heavy arrivals of coal in the Twin Cities over this road. The Illinois Central is also doing slightly better, but where coal must go to foreign roads at Peoria it is almost impossible to secure the cars, particularly on the Chicago & Northwestern and Chicago, Milwaukee & St. Paul.

## Carterville Prices Advance.

The price situation in the northwest is a trifle stronger than it was a couple of weeks ago. Some of the dock companies that were quietly making prices a little less than the circular or eastern coal have lined up and are now holding very firm. Very cold weather would close the season of navigation earlier than was expected,

Prospectors who are at work south of Pittsburg, Kas., and southeast of Weir, along the route of the proposed new railway, supposed to be a Harriman project, are finding indications of good coal there.

Several farms in that vicinity have been tested and veins of coal of twenty-eight inches in thickness have been found in a number of places. It is a deeper vein than the one worked out north and west of the city and is found at about 175 feet deep.

The gang of surveyors have been running a survey close to Weir since the first of the week and at present are working east and south of the Weir city limits. The survey being made is supposed to be the proposed line of Mr. Harriman, who is trying for an outlet to the gulf.

The new survey has given rise to hopes that Weir City will have another railroad should one be built over the present survey. In addition to the benefit of another road in passenger and freight facilities it would open a coal field that is known to exist south of Pittsburg.

and from indications of the past few days they are fearful that this may happen.

Carterville operators advanced the price of their lump and egg in this market to \$2.00 f. o. b. the mine on Monday of this week. These new prices are being fairly well maintained, inasmuch as most of the companies now have more orders than they can fill until the car situation improved. Washed nut is held at \$2.15@2.50 f. o. b. the mine according to quality. No. 2 washed is quoted at \$1.90 f. o. b. the mine. If the present weather continues the outlook in the northwest for a good demand is excellent.

The Kokoals held a koruskation Tuesday night

of this week at 322 Nicollet avenue, Minneapolis, at which a large class of neophytes was initiated into the order. John Warnock, of G. W. Van Dusen & Co., was one of the new members who was obliged to do a few stunts. John is now fully branded with the emblem of the order. It was also expected that John Mitchell, president of the United Mine Workers, would become a member. Mr. Mitchell is attending the annual meeting of the American Federation of Labor in the Twin Cities. Unfortunately he was detained at a conference with some of the federation delegates and could not be present. The matter of forming a permanent organization of the Kokoals was considered and a committee was appointed to report at the next koruskation. It may also be decided to form a kokoal club and secure club rooms, although this idea is yet in embryo.

The city of Minneapolis is planning to buy coal this year on the basis of British thermal units. Bids were opened last Friday evening at the council meeting and were referred to the water works board, which will recommend the awarding of the contract.

"Tom" Skellett, of the Elliott & Skellett Fuel Co., Minneapolis, chaperoned the party of Twin Cityites who attended the football game at Chicago last Saturday. He is minus \$15 which was extracted from his vest pocket. All the boys want to know how this could have happened, as "Tom" is one of the wideawake coal men of the northwest.

Frank Sullivan, of the Sullivan Coal Co., 626 First avenue south, Minneapolis, returned from Chicago the early part of the week with a present for his wife. Frank is very willing to show this present to any of his inquiring friends.

Mrs. E. Q. Stone, wife of the Twelfth avenue south coal dealer by that name, is slowly improving, following a severe attack of nervous prostration.

# The Coal Trade in Indiana.

INDIANAPOLIS, IND., November 15.—(*Special Correspondence*).—The demand for Indiana coal is steadier than it has been for several months. Prices have advanced slightly at the mines during the last few days. The retail dealers are enjoying the best business they have had since last winter, so as a whole the coal trade in Indiana is in a fairly satisfactory condition.

The old trouble about shortage of cars and inability of the railroads to move the coal as rapidly as they should is still in evidence, and probably will be for an indefinite period, although the Indiana railway commission is threatening to take vigorous action to bring about a betterment of conditions.

It has developed from the complaints made to the commission that the Evansville & Terre Haute Railroad Co. placed an embargo against the Big Four over two weeks ago and since then it has not been delivering coal to it.

The complaints filed with the commission also indicated that a few days later the Southern Indiana followed the example of the Evansville & Terre Haute. The result was a shortage among the big consumers in the gas belt manufacturing district who have been unable to lay up a supply because of the lack of transportation facilities from the mines.

The officers of the Evansville & Terre Haute and the Southern Indiana, who were consulted by the commission, declared that the Big Four held their cars too long and did not move them fast enough when delivered to them. The commission has been endeavoring since the season opened to bring about a betterment of the conditions, but it seems to have failed. It has been announced by its members that it will go the limit in an effort to compel the roads to work together in behalf of the operators, dealers and consumers. It is not known what action has been taken, but the commission anticipates that it will be able to accomplish good results within a short time.

Owing to the shortage of cars the mines are being operated less than half time. This has helped to run the prices up and keep them steady, but the operators have not benefited greatly thereby, as a majority of them are having difficulty in getting coal to fill their contracts. There

is a hopeful feeling, however, among the operators as well as the dealers, as the outlook seems brighter than it was at this time a year ago.

The operators are getting \$2.00 a ton for best No. 4 domestic at the mines; \$1.75 for best steam coal; \$1.50 for the best grades of mine run; and eighty cents for slack. The conditions are favorable to an advance within a short time.

The Indiana operators who have protested against the discrimination of the city administration in favor of the so-called West Virginia smokeless coals have won a victory, as Mayor Bookwalter has decided to give the Indiana coal a fair test at Tomlinson Hall, the Brightwood water works plant and other places. If it is satisfactory it is very likely that the Indiana operators will get the contracts for supplying the municipal contracts here, many of which are now held by the firms selling the West Virginia grades.

All of the local retail dealers report excellent business. There has been no recent advance in prices. The following prices are quoted here by the local dealers:

Anthracite, all sizes .....	\$7.75
Pocahontas forked lump.....	6.00
Pocahontas shoveled lump.....	5.50
Pocahontas mine run.....	4.75
Pocahontas nut and slack.....	3.75
Blossburg .....	5.50
Jackson (Ohio) .....	5.25
Gold Tint Kentucky lump.....	5.00
Gold Tint Kentucky egg.....	4.75
Kanawha lump .....	4.50
Kanawha Sc. nut.....	4.25
Pittsburg .....	4.50
Winifrede .....	4.50
Hocking Valley .....	4.25
Cannel egg (Ohio) .....	5.75
Cannel falling rock.....	6.00
Linton lump No. 4.....	3.50
Linton egg No. 4.....	3.50
Brazil block .....	4.00
YARD SLACK.	
Smokeless .....	\$3.75
Indiana .....	2.00
Jaxon, Pittsburg, West Virginia.....	3.00



## COKE.

Lump gas coke.....	\$5.50
Crushed gas coke.....	6.00
Connellsville lump .....	6.50
Oven coke .....	5.50

John Mitchell, T. L. Lewis and W. D. Ryan have been nominated for the presidency of the United Mine Workers of America. Their names will be voted on during the next month by the members of the organization, but it is probable that Mitchell will be re-elected president and Lewis vice-president. It is understood at the headquarters here that neither Lewis nor Ryan will make the race for president, but they were placed in nomination by a sufficient number of locals to have their names put on the official ballots. There was a wide breach between Mitchell and Lewis at the recent joint conference and it has been the understanding here for a year that Lewis would try to defeat Mitchell and obtain the leadership of the big organization for himself, but it is now said that he will be satisfied to be re-elected vice-president.

Ryan is secretary of the Illinois miners and author of the famous Ryan resolution at the joint conference last winter which provided that no district should make a settlement with the operators until all were ready to sign an agreement. He aspires to remain at the head of the organization in his state, and he will not try to defeat Mitchell.

W. B. Wilson, secretary-treasurer of the miners, will be a candidate for re-election. He was elected to congress from a Pennsylvania district last week.

## Foreign Freight Rates.

W. W. Battie & Co., Produce Exchange, New York, find the tonnage situation as follows: November twelfth, 1906: The high rates that have been recently offered on coal and other cargoes have uncovered a number of owners' boats, but as a rule owners are not willing to make any concessions, and as the demand for cotton tonnage continues strong up to and including the first half of January, the owners' position is a secure one.

Occasionally a boat is willing to shade current market rates to Cuba or Mexico, using the outward business in connection with business from the gulf, but many owners prefer sending their boats in ballast rather than taking the outward cargoes, even at present rates.

After the middle of December rates to Cuba and vicinity should soften on account of the probabilities of sugar homeward.

We would quote freight rates by steamer as follows: \$1.50@1.55 to Havana or Matanzas; \$2.00 to Cardenas or Sagua; \$1.60@1.70 to Cienfuegos; \$1.70@1.80 to Daiquiri; \$1.80@1.90 to Santiago; \$1.75@1.80 to Colon; \$1.90@2.00 to Port of Spain, Trinidad; \$2.00 to St. Lucia; \$1.70 to St. Thomas; \$1.95@2.00 to Barbados; \$1.70@1.80 to Kingston; \$1.40@1.50 and port charges to Curacao; \$2.00 to Gaudaloupe; \$2.60 to Demerara; \$1.90@2.00 to Bermuda; \$1.70@1.75 to Vera Cruz; \$1.70@1.75 to Tampico; 17@18s to Buenos Ayres; 18@19s to Rosario; 17@18s to Rio; 18@19s to Santos; 13@14s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$6.50 and discharged to Manila; \$6.75 to Japanese ports.

## Wagon Prices at Chicago.

## ANTHRACITE.

Grate .....	\$6.50
Stove .....	6.75
Chestnut .....	6.75
Egg .....	6.75

## BITUMINOUS.

Smokeless lump .....	\$5.00
Smokeless run-of-mine .....	3.75
Hoeking lump .....	4.50
Hoeking nut .....	3.75
Illinois lump, egg and nut.....	3.50
Indiana lump, egg and nut.....	3.50
No. 1 washed nut.....	4.00
Cannel lump .....	6.25
Smithing .....	4.50
Screenings .....	1.75
Gas house coke .....	5.50

## A Popular Ohio Coal Man.

Among the strong young operators of the Hoeking Valley field, William J. Hamilton, of the Hamilton Coal Co., Columbus, Ohio, is a conspicuous figure. His career illustrates the possibilities for rapid advancement in the coal trade when the man and the opportunity come into proper juxtaposition. In the language of the street, it is "going some" to rise from the rank of a newsboy to a commanding place in the coal mining industry before reaching the age of thirty years.

Briefly stated, Mr. Hamilton's connection with the business began very early in life, when he coupled the work of selling newspapers with the duties of an errand boy about a retail coal office. In 1893 he entered the employ of the Norfolk & Western Railway at Columbus as messenger, being quickly promoted from one position to another until he was made rate clerk.

In 1899 Mr. Hamilton definitely decided upon the coal business as the field of his future activi-



William J. Hamilton.

ties, and in this choice there was no doubt lost to the railway service a future high official. He left the Norfolk & Western to become manager at Cincinnati for the Thacker Coal Co., in which he was very successful. His ambitions, however, were nothing short of controlling a business of his own, and in the latter part of the same year he returned to Columbus and established the enterprise which has ever since borne his name. His capital consisted largely of pluck and a tireless energy. Though begun in a small way the business made rapid strides, and it was not long before its influence was widely felt in coal trade circles.

Its development within the past few years has been remarkable. In May of 1905 he consolidated his interests with other large coal operations. This alliance has made his company, of which he is vice-president, one of the foremost jobbing houses in the Middle West, in addition to operating several valuable mines of its own. It occupies the entire fifteenth floor of the Capitol Trust Company building, Columbus. Mr. Hamilton was born at Liverpool, England, in 1878, and came to Columbus with his parents when six year of age. For a period of several years his father was associated with him in business, but is now retired.

## Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending October twenty-first amounted to 172,649 tons, making a total to that date of 5,020,449 tons, as compared with 7,181,701 tons for the corresponding period last year.

Coke tonnage for the same week amounted to 1,808 tons, making a total this year of 56,874 tons, as compared with 70,253 tons for the same period last year.

## Invention to Protect the Corners of Mine Cars.

The success of mining generally depends on carefulness in small matters, little economies counting in the long run. Coal cars are most important, and while the frames, running parts, bearings, hooks, etc., have been brought to a high state of perfection the sides and corners have been somewhat neglected. Mine-car corners are notoriously weak, a blow or shock generally ripping the sides longitudinally, in the case of wood cars.

To strengthen the corners of cars, Mr. Hanley, an English mine manager, has patented a device which completely covers the corner and binds all parts of it together. When the car is subjected to shock, the plate converts all stresses into tensile, which it resists by its tensile strength, and prevents the sides from being ripped horizontally along the grain of the wood, throwing the stress on the bending resistance of the side planking. As the sides of wooden cars are easily ripped horizontally, their bending is much greater than their ripping resistance; therefore, the sides are much stronger with this plate fitted.

The corner plate for wooden cars is made of sheet iron or steel from twenty to thirteen Brown and Sharpe gage, and for iron cars from plate iron and thin angle iron, the latter being preferable.

Three years ago one hundred cars were fitted with corner plates as an experiment, and since that time about seven hundred cars at the Easton and Dean Lane collieries have been fitted. A close inspection shows that the plate is well worn, the rust caking, and pittings can be seen, while it is nearly worn through. Many of the plates, when taken off, are seen to be almost like a piece of gauze.

As these tubs run from four to eight miles per hour on inclines up to a mile long, and from twenty-five degrees to seventy degrees, they are naturally subjected to heavy usage, especially going round from a steep incline into the flat partings and wall mouths in trains of ten to fifteen, their ends bumping against one another. This bumping does not damage the plate, except by knocking off the rust and leaving a new surface to become wet and rusted. The frames are oak; they have cast-steel wheels and open bearings; the hook has twenty tons breaking strain.

The weight of a set of these corners is about six ounces less than the old hoop-iron corners, and they require thirty-four fewer nails or other fastenings. The cost of bending, punching, and fitting is about the same as for hoop-iron, those shown costing eighteen cents per set of four. They are, therefore, lighter and much stronger and more durable, while fewer fastenings are required.

## Huntingdon Coal Tonnage.

The Huntingdon & Boad Top Mountain Railroad & Coal Co. make the following statement for the week ending November third, 1906, and previously during the year:

	Broad Top.	Cumberland.	Total.
Week ending Nov. 3, 1906...	19,041	14,485	33,527
Corresponding week, 1905...	21,179	27,891	49,070
Total for 1906 .....	660,002	937,417	1,597,420
Corresponding period, 1905...	591,281	840,506	1,431,788
Total for week.....			33,527
Decrease for week .....			15,543
Total amount shipped to date.....			1,597,420
Increase to date .....			165,631

There is a scarcity of small vessels in the coal and lumber trades and to side ports coal men are bidding up rates. Ore men are not doing much business. From the head of Lake Superior four dollars is offered freely on lumber and brokers say they could get better figures if they had tonnage. The grain rate from Duluth to Buffalo has settled to two and three-quarters cents and a big steamer was placed at that figure today. Ore tonnage continues in good demand.

Ira E. Stevens, Old Colony building, Chicago, has recently installed a revolving screening plant in one of the mines of the Centreville Block Coal Co., near Centreville, Iowa.





## Western General and Personal Notes.

Ira E. Stevens, Old Colony building, Chicago, shipped this week to South America a Placer cold prospecting outfit.

G. A. Counter, salesman for the Dering Coal Co., Old Colony building, Chicago, was recently married. He has the best wishes of his many friends in the coal trade.

H. H. Rhodes, general sales agent of the Dering Coal Co., Old Colony building, Chicago, made a trip to the Twin Cities during the week, and is expected to return to Chicago on Saturday.

W. B. Stone, Old Colony building, Chicago, made a business trip to Brazil, Ind., this week for the purpose of taking care of the urgent demands of customers. He is expected to return to the city on Saturday.

The coke ovens of the Northwestern Fuel Co., Superior, Wis., are now running at greater capacity than at any time during the past year. It is thought that two hundred ovens will be kept running this winter.

The car shortage in Kentucky coal fields is so acute that some Chicago selling agents have sent representatives into the district hoping to line up some cars and secure sufficient coal to keep the customers in good humor.

The Kolb Coal Co., St. Louis, Mo., has instituted a suit in the circuit court at Belleville, Ill., against the Illinois Central railway for \$30,000 damages, alleging that it has been discriminated against by the railroad in the matter of furnishing cars for the transportation of coal.

F. C. Green, mine engineer at Cleveland, Ohio, was in Chicago this week on a business trip. Mr. Green is the inventor of a new system of hauling coal at the mines. His invention comprises the delivery of the product from the workings to the cars, and has proved very efficient and practical.

When the weather man sent the mercury down to the 29 point last Tuesday he brought joy to the coal man's heart. Not because he was looking for any more business, but for the reason that he was getting in a position to see the bottom of the stack of back orders on his desk, and therefore a little anxious to see Uncle Sam again.

The pneumatic tool department of the Ingersoll-Rand Co. has issued an attractive and well printed booklet describing their labor saving tools, which are operated by compressed air. This booklet should be in the hands of every mine superintendent who is interested in any way in compressed air as applied to operating coal mining machinery.

M. T. Roach, president of the New River Kanawha Fuel Co., Marquette building, Chicago, was recently elected a member of the legislature in West Virginia on the republican ticket. Mr. Roach is a well known member of the coal trade, and if his services are as efficient in the legislature as in the coal industry the citizens of West Virginia have reason to be proud of his election.

The suits instituted by the federal government to recover thousands of acres of coal land now being held by the Utah Fuel and the Pleasant Valley Coal Co. have come up for trial at Salt Lake City, Utah, before Judge Marshall. The defense questions the jurisdiction of the Utah court over the coal companies, which are incorporated in New Jersey.

A suit for the creditors of the Mt. Carmel Coal Co., Topeka, Kas., has been prepared by the trustees of the Charles J. Devlin estate, against Mrs. Mary A. J. Devlin, the purpose being to make her turn over to the trustees

\$450,000 alleged to have been received from insurance companies on the life of Devlin. The contention is that the premiums on these policies were paid from the funds of the Mt. Carmel Coal Co.

The Union Trust Co. has filed answer to the suit of the Pittsburgh Coal Co., the action being to regain possession of \$77,121 which had been paid to the bank on a mortgage and to have the court prevent further collection. The trust company says that the money was collected legally, and asks a dismissal of the suit.

Coal dealers and coal operators still kick about a scarcity of cars. Some of the mines have been practically idle much of the time for several months by reason of not having cars to haul the output of the mines, and the outlook for an improvement is not encouraging. Orders are plentiful, owing to the increased demand, but so many operators have contracts which take all the available coal they can not take advantage of the fancy prices.

S. M. Dalzell, general manager Spring Valley Coal Co., is making himself renowned as a coal train dispatcher. Last week he sent twenty cars of coal from one of the Springfield mines to Fremont, Neb., on record breaking speed. This week he made special arrangements with the Northwestern railroad for another coal train of thirty cars to take care of an order received Tuesday night. On Wednesday the coal was already going through the state of Iowa, and it is expected that it was delivered at Fremont Wednesday night.

Many comments are heard on the street relative to the large amount of smokeless mine run on the tracks this week. Various theories are offered in explanation, but most operators are of the opinion that if the smokeless people would permit the coal to be promptly disposed of below circular prices, as is the case with other eastern coals no such congestion would exist. It is asserted that the over supply is due to the lack of demand occasioned by dealers stocking up their yards early in the season when prices were much lower than at present.

A portion of the town of Herrin, extending out over the mined land of the Chicago & Herrin Coal Co., is in danger of being swallowed up by the settling of the surface. Within the last few days a large tract of surface has gradually sunk several feet, and the fall is extending toward the shaft, and some fear is expressed that it will result in serious damage to the mine, which has had to close once or twice to repair the cave-in. The outskirts of the city are all mine property, and much of the coal has been taken out, leaving no support for the surface.

An invention that will revolutionize the manufacture of coke was officially adopted last week by the W. J. Rainey Coke Co., the largest independent producer in the Connellsville region. The new machine, the product of the brain of T. J. Mitchell, general manager of the Rainey interests, has been in use for a short time at the Mount Braddock works. It has proven a success. The invention will make it possible for four men to charge, water, draw, and convey coke from one hundred ovens, thereby doing the same amount of work which now requires from forty to fifty men.

E. C. Pratt, sales agent for the Zeigler Coal Co., Security Bank building, Minneapolis, came down to Chicago last Saturday with the Minnesota football delegation. He did not have much time to call on his many friends in the local trade, as he returned on Sunday night. "E. C." says there is not much difference between the newspaper and the coal business. The most no-

ticeable change is on the cigar question, as he is now on the giving end, while formerly he was on the receiving end of the line. The moral is, if you are an inveterate smoker stick to the newspaper business.

Arguments have been made in the appellate court in the case of John S. Jones vs. George J. Gould et al. Attorney C. Bentley Matthews represented Jones, and Attorneys J. H. Doyle and W. M. Duncan the others. This is known as the Little Kanawha syndicate case. The corporation owns much valuable coal lands and railroads in West Virginia. The capital stock is eight million dollars. Jones, a big shareholder, charges that he has not been getting a square deal from Gould and the others, and claims that they have purposely mismanaged the business. The circuit court of this city decided it had no jurisdiction, and Jones takes the appeal.

A press dispatch from New York says that Eugene Zimmerman's Detroit, Toledo & Ironton railway will be consolidated with the Northern Coal & Coke Co. by the formation of a Canadian holding company. Plans have been completed and only details have to be worked out. Mr. Zimmerman and H. B. Hollins & Co., of New York, own a majority of stock in both companies. The holding company will be capitalized at an amount sufficient only to hold a majority of both companies, or about eighteen million dollars. It is proposed to make the coal mined in eastern Kentucky available for shipment to points on the Detroit, Toledo & Ironton railway and also to Canada. Instead of building a new line from Ashland to Pike county, Kentucky, it is proposed to use the Chesapeake & Ohio railway for about two-thirds of the distance and then to build a branch about forty miles long.

Fire which swept over the great storage docks of the Lehigh Valley Coal Co., One Hundredth street and Commercial avenue, South Chicago, Saturday last week, caused a loss estimated at \$57,000. Sheds and other buildings covering two square blocks were destroyed and fifty thousand tons of coal are counted in the loss. Two large steamers, the plant of the Chicago Shipbuilding Co. and the grain elevator of W. H. Merritt & Co. were threatened for a time. The blaze started in the engine room of a building used for storing coal at 8:15 o'clock in the morning, and the firemen were not in control of the situation until three hours later. Adjoining the cold storage house to the east were two four-story shop buildings, where the machinery necessary for the hoisting of coal from boats to the coal bins is kept in repair. The flames spread to one of these buildings and the structure and contents were damaged to the extent of two hundred thousand dollars.

A system for compressing coal dust into briquettes and oval forms is successfully dealing with the large masses of coal dust of Belgium's mines and sheds. The briquette industry of Liege has become important, the exportation reaching almost all the coal consuming countries of the world, amounting for the first seven months of the present year to 253,911 tons, of which France received 110,036, United States 46,700, and Germany 32,514. In 1905 the Belgian state railways consumed alone about 250,000 tons. The domestic use of briquettes is increasing yearly, many persons using them for kitchen stoves as well as for furnaces. Parties in the United States who possess large masses of coal dust might find it well worth while to look into the methods of briquette making that prevail in Liege and other parts of Belgium. Even if a system has been working successfully a better system may be built up by combining the best in two or more systems.





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MR. HEARST promised to relieve New York from the grasp of the coal trust. Will someone inform us what control New York has over Pennsylvania corporations?

SOMEONE said that the railroads are capitalized at thirteen thousand million. One of our distinguished senators asserts that of this capital seven thousand million is water. Freight rates are scheduled to pay dividends on the water. Problem.—What ought the rates to be if the stocks could be squeezed dry?

Shortsighted-  
ness in the  
Hocking Valley.

SOME OF THE "independent" Hocking Valley operators are being severely censured by the Chicago trade for the arbitrary way in which they are handling orders at the present time. According to their latest ruling they will accept orders and fill them "subject to price at the time of shipment." The jobber trying to do business on this elastic basis will have a lovely time trying to secure orders when he can not tell a dealer how much his coal will cost him. Several of the operators have advanced prices without withdrawing previous quotations. One Chicago jobber sent in an order early last month for ten cars of Hocking and this order was accepted by the operator without any restrictions. The coal was to be shipped as soon as the car supply would permit. The operator informed the jobber this week that he would be able to fill the order, but as prices had advanced he would be compelled to tack on thirty-five cents per ton more than the original price.

Another jobber received a quotation, immediately got busy with a dealer who was in the market for five cars, and sent in the order by return mail. In the meantime a "gentleman's agreement" must have been put in working order, as the operator replied, "the business could be accepted only at the price now in effect, which is fifteen cents higher than our last quotation." This sort of business is doing a permanent injury

to Hocking Valley coal in the Chicago market, and the sooner our "independent" friends realize it the better it will be for all concerned. Substitution is never justifiable, but a jobber can hardly be blamed for shipping something "just as good" when the operators lay down on him like they have been doing recently.

It is no exaggeration to say that there are at least a score of Chicago jobbers working tooth and nail with their trade trying to get them to use Illinois and Indiana coal in place of Hocking, and in a great number of instances they are succeeding. Some of the operators disdainfully remark that "We don't need Chicago, we have all the business up the lakes that we need." That is very true just at present, but they seem to forget that the lakes do not do business all the year round. Hocking coal does need the Chicago market just as much if not more than the Chicago market needs Hocking coal. Most of the operators are trying to do the fair thing, but a great many are not. The bad feature is when the day of reckoning comes the innocent will suffer with the guilty. "The day of reckoning" can be looked for shortly after the close of navigation. Unless conditions change rapidly the Hocking Valley operator who shows up in Chicago every December will not be welcomed with open arms this year. He may have considerable difficulty in finding a market for his product, and if he does, two dollar coal will be a dream of the past.

Does Mild Weather  
Affect the  
Quality of Coal?

"IT IS FUNNY how this mild weather affects the quality of coal," remarked a western shipper last week. "Just as soon as the weather moderates some dealers think they have the privilege of refusing every car of coal that can not be used by them to good advantage," continued the shipper, and at this auspicious moment a messenger boy arrived on the scene with a telegram from an Indiana dealer, which read "Car of Fairmont not screened properly and can not unload it." This is an old stunt with some dealers who are long on trickiness and shy of conscience. If a dealer or consumer of steam coal buys a quantity of coal he should be compelled to fulfill his contract, no matter if the weather does go against him.

Why should a shipper be asked to stand a loss which would ensue if he had to dispose of a car of coal that was refused by a dealer located in the backwoods, simply because the thermometer did not drop as quickly as the dealer thought it would? No honest dealer will ever refuse a car of coal he has ordered without a legitimate reason, and a rise in temperature can not be called a legitimate reason even by the widest stretch of imagination.

Another instance was called to the writer's attention some time ago when practically all the dealers in a thriving town in Jo Daviess county, Illinois, formed an organization which might have been called "The Refusers' League." Dealer number one in this town would order a car of coal and as soon as it arrived he would immediately write the shipper saying he could not use the car, as the coal was no good, car was full of screenings, slate, etc. The shipper in Chicago would express his regret and go to dealer number two (member of the Refusers' League), but he could not be induced to take the car under any circumstances. All the other members of the gallant band couldn't see how they could possibly use that car. The only thing for the shipper to do was to try and get dealer number one to unload the car by offering the coal at a big discount. After the proper amount of persuasion the wise dealer would consent to do this. While the league was in operation a car of good coal never found its way into that town. It looked so easy the crowd got too confident and they overreached themselves. One of the dealers wrote in to a shipper that he had just received his car of coal and it was the rankest that ever came out of a stone quarry. It was so far off color that the indignant dealer could not even use it for filling up the mud-holes in his yard. He then proceeded to unload the car, and when a salesman unexpectedly arrived the next day to inspect the coal the car was empty. Mr. Weisman had taken a chance and delivered the coal to his trade.

Shortly after the salesman got back to Chicago and made his report several of the shippers were comparing notes one day and a shipper from the Ellsworth building told of the little game that was played on him in the northern Illinois town. A shipper from the Fisher building said he got stuck on ten cars in the same way, and another shipper from the Plymouth building sheepishly remarked that he was a victim, too. Undoubtedly a great many more wholesalers suffered in the same way. If this practice of refusing coal without cause becomes general it may be necessary for the shippers to organize for mutual protection. A secret list of dealers addicted to the refusing habit could be easily compiled if a shipper would immediately report a case where he was imposed upon. The refusal of every shipper to supply coal to the offending dealer would undoubtedly go a long way toward curing this evil.



# Application of the Interstate Commerce Act to Shippers.

## Penalty for Discrimination.

If one by the payment of money or other thing of value or by solicitation or otherwise shall (a) induce a carrier, or its officers or agents to unjustly discriminate in his behalf as against any other consignor or consignee, or (b) aid or abet any common carrier in such unjust discrimination, he is deemed guilty of a misdemeanor. If convicted in any court of the United States of competent jurisdiction, in the district where the offense is committed, he is subject to a fine not exceeding five thousand dollars or imprisonment for two years, or both.

For wilfully making false entries, destroying or mutilating records, wilfully neglecting to keep full, true and accurate accounts, or keeping other accounts than those permitted subjects any offender to a criminal prosecution, for the violation is made a misdemeanor. The punishment is a fine of not less than one thousand dollars nor more than five thousand dollars or imprisonment not less than one nor more than three years, or both.

If an examiner of the commission shall divulge information which comes to his knowledge except on order of the commission or a court or judge, while his offense is not named, he is subject, on conviction, to a fine of not more than five thousand dollars or imprisonment not more than two years, or both. Such an offender is to be prosecuted in any court of the United States of competent jurisdiction.

## Interchangeable Mileage Tickets.

For a violation of a proviso relating to interchangeable mileage tickets, and the filing of the rates for same, and the conditions relating thereto, the carrier is subject to a punishment, as provided by section 10, as amended March 2, 1889. As that section provides for certain violations a fine and for others fine and imprisonment it is uncertain what is the punishment for violation of the proviso.

Failure to report accidents is a misdemeanor and the carrier is subject, upon conviction in a court of competent jurisdiction, to a fine of not more than one hundred dollars.

It is an offense for any person to refuse or neglect to attend and testify in obedience to a lawful order of the commission. One convicted before a court of competent jurisdiction is subject to a fine of not less than one hundred dollars nor more than five thousand dollars, or imprisonment not more than one year, or both.

For offering, granting, giving or soliciting, accepting or receiving any rebate, concession or discrimination by which property is transported at a less rate than the published tariff is declared unlawful. Every one so violating the law, be he corporation or natural person, is guilty of a misdemeanor, and subject, upon conviction in any court of the United States having jurisdiction of crimes, to a penalty. If a corporation, the penalty is a fine of not less than one thousand dollars nor more than twenty thousand dollars; if a natural person the penalty includes as well, liability to imprisonment in the penitentiary for a term not exceeding two years, or both. Criminal action under this section must be brought within the district within which such violation was committed, or through which the transportation may have been conducted, or if the offense be begun in one district and completed in another, then in either of them.

If a carrier fail to file and publish tariffs or strictly to observe them it is guilty of a misdemeanor, and the corporation is subject to a fine of not less than one thousand dollars nor more than twenty thousand dollars for each offense.

One of the most important criminal provisions relating to interstate commerce, if it shall ultimately be held to apply, is section 5440, Revised Statutes. In the present state of the decisions, the circuit courts are at variance as to the applicability of this section. It has been held to apply and also held not to apply. As the imprisonment features of the interstate commerce law have now been restored, it is likely that this section will apply. By it, conspiracy to com-

mit an offense against the United States, if one of the parties do any act to effect the object of the conspiracy, makes all parties to the conspiracy liable to a penalty of not less than one thousand nor more than ten thousand dollars, and imprisonment not more than two years.

It is made the duty of the attorney-general, upon the application of the interstate commerce commission, to institute in proper courts proceedings for a punishment of all violations of the act.

## Forfeitures.

Several forfeitures are provided for by the law. It is made the duty of the attorney-general to institute in proper courts proceedings to recover, in the name of the United States, these forfeitures.

Knowingly failing or neglecting to obey any order of the commission (made in pursuance of section 15) subjects the carrier, officer, representative, or agent or receiver, trustee, lessee or agent to a forfeiture of five thousand dollars for each offense, and every distinct violation is a separate offense; in a continuing violation each day is a separate offense. Such forfeitures are to be recovered in a civil suit in the district where the carrier has its principal operating office or in any district through which the road of the carrier runs.

Failure to make annual reports as required or to answer any authorized question within thirty days from the lawful time, or failure to file special reports or reports of earnings and expenses if required, subjects the carrier, person or corporation to a forfeiture of one hundred dollars for each and every day it shall be in default.

A forfeiture of five hundred dollars per day is provided for a carrier, receiver or trustee who shall (a) keep accounts other than those presented by the commission, or (b) fail or refuse to keep the accounts prescribed by the commission, or (c) to submit these accounts to the inspection of its authorized agents.

The attorney-general may sue to recover in the name of the United States from one who knowingly receives or accepts a rebate three times the value thereof as a forfeiture. Such civil proceeding is to be brought in any court of the United States of competent jurisdiction.

The interstate commerce commission having lodged with a district attorney verified information concerning violation of the safety appliance act, it is his duty to sue for a penalty of one hundred dollars for each violation. Such suits are to be brought in the district court where the violation shall have been committed.

## Suit for Damages.

Suit may be brought by one injured for the full amount of the damages caused by a common carrier, if it shall do or cause to be done anything prohibited by the act, or omitted to be done if required by the act. Judgment may include a reasonable attorney's fee. Suit to be brought in district or circuit court of the United States of competent jurisdiction.

One who secures an unjust discrimination against another consignor or consignee by the payment of money or other thing of value, or by solicitation or otherwise, is made jointly liable with the carrier to an action on the case caused by or resulting from such discrimination. The suit by the consignor or consignee discriminated against is to be brought in any court of the United States of competent jurisdiction.

## Suits to Compel Obedience to the Orders of the Commission.

If the carrier fail to obey an order of the commission awarding damages, the complainant or any party for whose benefit the order was issued may, within one year from the date of the order, file in the circuit court of the United States a petition, setting forth the causes for which he claims damages and the order of the commission. The court in which such suit is brought must be in the district in which the plaintiff resides, or in which the carrier has

its principal operating office or through which the road of the carrier runs. The plaintiff is not liable for costs in the circuit court or on appeal unless the appeal is brought by him. In cases of this nature, joint plaintiffs may sue joint defendants.

If an order be made by the commission, and it be one other than for the payment of money, and it be disobeyed, any party injured may apply to the circuit court by petition for the enforcement of the order. That circuit court has jurisdiction in whose district the carrier has its principal operating office, in which the violation or disobedience occurred. The petition is to state the substance of the order and the respect in which it has not been obeyed. The court is to determine how the petition shall be served upon the carrier. And it is authorized to "prosecute such inquiries and make such investigations, through such means as it shall deem needful in the ascertainment of the facts at issue, and which may arise upon the hearing of such petition." Having had such a hearing as the circuit court deems to be necessary, and it appearing that "the order was regularly made and duly served," and that the carrier is in disobedience of the order, the court is to enforce obedience to the order by writ of injunction or other process. To enforce such process the court has the powers ordinarily exercised by it in compelling obedience to writs of injunction and mandamus. Appeals from such suits lie direct to the Supreme court.

## Suits to Vacate Commission's Order.

The statute is silent on who may be plaintiff, but authorizes suits to be brought against the commission "to enjoin, set aside, annul or suspend any order or requirement of the commission." Such suits may be brought at any time after the order is promulgated. The suit must be instituted where the carrier has its principal operating office. If the order or requirement be against two or more carriers, the court sitting at the place of the principal operating office. If a carrier has its principal operating office in the District of Columbia, then the place of its principal office governs the place of instituting the suit.

The provisions of the "expediting act" apply to suits of this nature. The expediting act provides that it is the duty of the attorney-general, when the suit of the kind just mentioned shall have been filed, to issue a certificate of the general public importance of the matter, whereupon the case is to be in every way expedited and heard at the earliest practical date before not less than three judges—either three circuit judges or two circuit judges and one district judge. Such proceedings are also applicable to the application for a preliminary injunction, which must not be granted until after the hearing, upon notice of not less than five days to the commission. Within sixty days from the final decree of the circuit court appeals lie only to the Supreme court.

## Steel Barges for Ohio River.

A new and most promising use for steel is the construction of steel barges for the shipments of coal on the Ohio and down the Mississippi river. A number of barges are now being built at Pittsburg by large coal operators with a view to carrying coal down the Mississippi and to Havana and other West Indian ports without breaking cargo. It is estimated that there are about 11,000 coal barges on the rivers, and with the start made for the substitution of steel for these wooden barges it is believed that there will be a very rapid change, and that there will soon be an enormous fleet of steel barges handling coal on the Ohio river and its tributaries for shipment to Europe, to the West Indies and to Central America. This not only means a great demand for steel for an entirely new use, but it means an entirely new development in the river coal trade of very far-reaching importance.



## A Model West Virginia Tipple.

The immense new river tipple of the Island Creek Fuel Co., at Huntington, W. Va., is now finished, and during the first month of its existence 20,164 tons of coal were dumped through it from Chesapeake & Ohio cars to barges in the Ohio river, and every pound of this fuel found a ready market at Cincinnati

ever portion of it is needed for reshipment by rail from Cincinnati. The advantage of the scheme is a low freight rate to Huntington, cheap river transportation, the chance of finding a market in barges along the river, and the increased likelihood of being able to get cars for shipment north and west from Cin-

ful towboats Val P. Collins and Catherine Davis and about one hundred barges, as well as the sectional docks at Charleston, W. Va., used for the repairing and building of floating property of all kinds. When operations were begun on the new tipple at Huntington, the first thing to do was to dredge out the river at the point where the tipple was to be built, and the most complete dredge and wrecking boat on the Ohio river, the Mamie Barrett, was purchased at a cost of about \$20,000. This valuable craft will be retained by the company, as it contains a fine wrecking outfit with large pumps, divers' outfits, etc., and will the saving of time for the steamers, as well as the low price and high quality of the coal, it is safe to predict that every steamer on the Ohio river that can get to this new tipple will coal there.

The electric power plant at Huntington consists of a 50 k. w. Bullock generator run by a Taylor & Chandler engine.

An idea of the immensity of the great tipple can be gained when it is learned that the doubtless be needed often in caring for the large fleet of the Island Creek Fuel Co.

It appears to be part of the contract between the Island Creek Fuel Co. and the Chesapeake & Ohio Railroad Co. that the former company is to furnish the cars for the transportation of its coal from the mines to Huntington, a distance of seventy-five miles, and for this purpose Colonel Beebe has had built, and now has in active operation, one hundred of the largest type of coal cars in use on any road. These cars are of fifty tons' capacity and are built with the well known Bettendorf steel trucks. The fuel company also has in constant use two regulation railroad locomotives. As may be seen from the accompanying photographs, the great coal tipple at Huntington is built strong enough so that a whole railroad train of coal cars can be run right out to the tipple. A fifty ton car can be dumped and the contents loaded carefully into a barge in a little over five minutes. The entire outfit was built with a capacity of 3,000 tons



Tipple and Trestle.

and other points along the river. The great elevating plant of the same concern, located a few miles below Cincinnati, is not yet finished, but will show, in its construction and equipment, the same massiveness that is apparent from a glance at the Huntington tipple.

To begin with, the Island Creek Fuel Co., formerly called the Guyan Valley Fuel Co., was organized about a year ago to transport coal from the mines of the United States Coal & Oil Co., at Holden, W. Va., on the Guyan Valley division of the Chesapeake & Ohio railroad, to a point a few miles below Cincinnati, where the coal is to be elevated and loaded on cars on the track of the Big Four and Baltimore & Ohio railroad. The Island Creek Fuel Co. is the transportation end of the United States Coal & Oil Co., and the Island Creek Coal Sales Co. is the selling department of the same company, which owns over 30,000 acres of fine coal properties on Island Creek, and which already has in operation probably the most expensively equipped coal mines in the United States. This company is said to have spent over \$1,000,000 in opening up mines, building miners' houses, stores, school houses, a club house, putting in extensive machinery, etc., before it marketed a ton of coal. The mines of the United States Coal & Oil Co. now have a capacity of 3,000 tons a day and they are being further enlarged. These mines, while only a little over a year old, have over seventeen miles of underground workings.

The organization of the Island Creek Fuel Co. was brought about primarily by a shortage of coal cars on the Chesapeake & Ohio railroad. An arrangement was made with the Chesapeake & Ohio railroad to haul the United States Coal & Oil Co.'s Island Creek coal from the mines at Holden to Huntington, W. Va., for a local rate of freight and a contract was entered into for a number of years. The Island Creek Fuel Co. began at once the erection of an immense coal tipple at Huntington, bought a fleet of steamboats and barges, and began the erection of an immense coal elevator at Sekitan, a few miles below Cincinnati, on the Ohio river. It is the scheme of the company to dump the Island Creek coal at Huntington into barges, and transport these barges by water to Ohio river points, and elevate what-

cincinnati, when cars can not be had at the mines for through shipment.

For the advantages named, the United States Coal & Oil Co. decided that it was worth while to spend \$500,000. The great new tipple just finished has cost nearly \$100,000, but besides this coal handling plant an up-to-date boat



Coaling Ohio River Steamer.

yard has been established and the company is now busily engaged in building its own barges. The boat-building plant is capable of turning out a barge a week, and the already large fleet of the company is being increased at that rate, and at a cost of \$1,700 a barge.

Upward of \$175,000 was spent by this company when it bought out the complete river transportation outfit of the Collins & Hartweg Co. a few months ago, exclusive mention of which was made in THE BLACK DIAMOND at the time. This plant consisted of the power-

a day of ten hours. During the first month of its existence over 20,000 tons of coal were handled over the new structure. Two baskets of five tons each drop the coal from the railroad cars into the barge. There are all kinds of screens in the tipple, so that any grade of coal can be made and loaded into separate barges.

A most unique contrivance of the new tipple is an arrangement of hoppers and chutes so that steamboats can be "coaled" without the necessity of handling any of the fuel by



hand. One of the photographs shows the Ohio river passenger and freight steamer Henry M. Stanley having coal run right into her coal box at the rate of eighty bushels a minute without a single pound of it being touched by hand. Steamers of this type usually take on about 400 to 800 bushels of coal at a time, so it can be easily understood that the arrangement of the Island Creek Fuel Co. will save the steamers a great amount of money

provided for, besides the amount of coal that can be usually stored in barges afloat in the river. It is now expected the new elevator will be completed within a month. The entire scheme of loading coal at Huntington and elevating it again at Cincinnati originated with Col. J. C. Beebe, who promoted the idea, and who carried out his ideas to the letter. Colonel Beebe has been tireless in his work of completing his great plants, and he is now

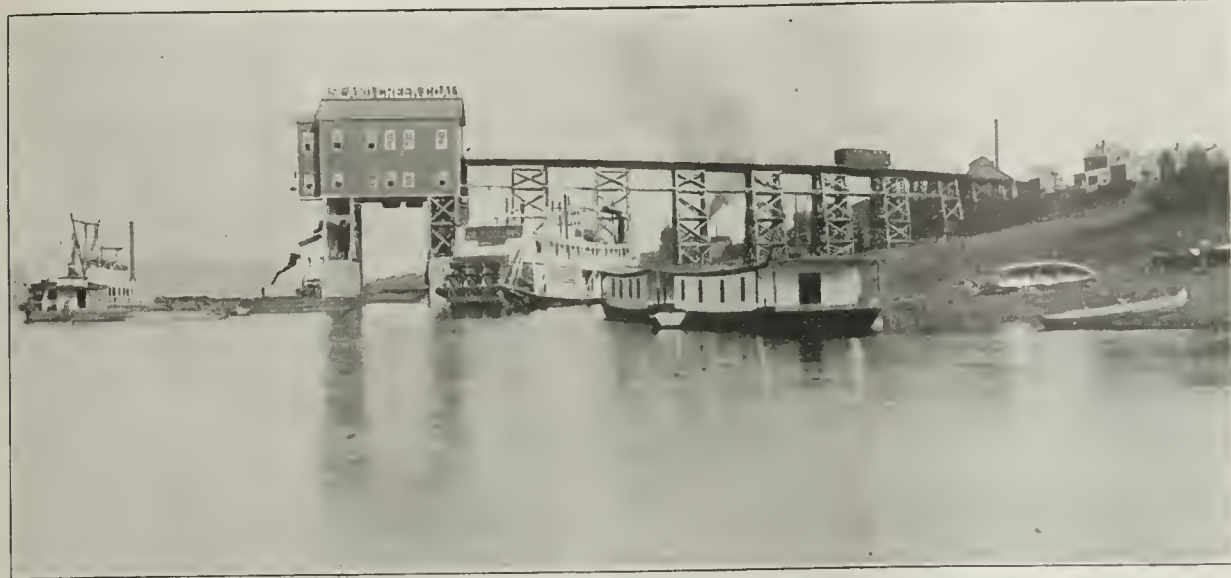
ties of wood when kept thoroughly wet, continue by calling attention to the fact that the coefficient of resistance is lower in wood than in metal pipe, and remains less, gradually decreasing with time, while on the contrary it increases in metal pipe. It is an accepted fact that wood pipe is not affected by electrical action; it is impervious to acid conditions of soil, and to rust and corrosion.

The increased use of wood pipes by many large coal companies goes to prove that pipes of this kind are specially adapted for certain kinds of work. The pipes may be had from 1 to 20 inch bore, and in lengths from 4 to 8 feet. Winding the pipe with wire or steel hoops will enable it to withstand a pressure of 400 feet head or 160 pounds to the square inch. The steel hoops, before being wound on the pipes, are passed through a preparation of cement, which thoroughly coats the hoops and prevents them from being corroded by impurities from the liquid conveyed, which, in time, would work through the wood and destroy the hoop. The nearness of the bands to each other and the weight of the steel hoops are regulated by the pressure the pipe is to sustain. These bands are wound upon the wood under great tension, and a socket and tension joint is used. When the pipe is wound with copper wire, it is practically indestructible. In recent years wood pipe has been made of hard maple to withstand a pressure of 160 pounds per square inch. This type is used particularly for conveying gritty culm and other rough substances which quickly ruin iron pipe. Actual experience proves that line of maple will last ten times as long as one of iron. The action of the grit in running through maple produces a perfectly smooth surface, polished like glass, which does not resist the rush of the material through the pipe. Wood pipe is cheaper than iron, and, weighing less, does not cost so much to transport.



## Ten Years Behind on Dock Equipment.

The shippers of the Kanawha and New River coal fields do not agree with President George W. Stevens, of the Chesapeake & Ohio railroad when he attributes the present shortage of coal cars on his road to the fact that vessels were not supplied at tidewater to receive the coal and that necessarily the cars were tied up at the coal docks. The shippers make the claim that all last summer they had plenty of vessels but the railroad could not handle the coal with inadequate facilities they have at Newport News.



General View of Tipple.

in labor besides giving them a most satisfactory fuel. A charge of five cents a bushel is made for three-inch run-of-mine delivered into the deckroom of steamboats, and considering letters, "Island Creek Coal," on top of the tipple, are five feet high. The sign itself is sixty-two feet long, and contains 417 incandescent electric lamps. At night, when this sign is lighted, it can be seen for miles up and down the Ohio river, and is a most vivid advertisement of an excellent grade of fuel. The top of the tipple is eighty-five feet above low water, and the bottom of the tipple is six feet above the stage of the great flood in 1884. The tipple proper is built upon two solid concrete piers sixty feet in length, thirteen feet wide and thirty-four feet deep. These two piers alone cost \$15,000. The entire plant is lighted with electric lights and whenever it is necessary loading of coal can be carried on at night as well as by day. Three ice piers, constructed of piling, at a cost of over \$10,000, have been made with a view of pro-

beginning to see the delicious fruits of his labors.

Although the elevator at Sekitan is not yet in operation, the plant at Huntington is loading nearly a thousand tons of coal a day, which is finding a ready market among the other river coal dealers at Cincinnati and other adjacent points. It is the intention of the Island Creek Coal Sales Co. to gradually push the sale of Island Creek coal to other markets, such as Louisville, Memphis, and New Orleans.



## Wood Pipe Most Efficient.

White Pine is the Best Material.

Wooden pipes have been used for centuries as conductors of water and notwithstanding the great advance made in the improved manufacture of iron pipes, there are certain conditions under which wooden pipes give the most satisfactory results. It is generally



Electric Plant.



Type of Island Creek Cars.

tecting the great tipple and the trestle work from ice and high water.

The companion piece to the big tipple and plant just described is the great coal elevator now being constructed and nearing completion at Seketan station, a few miles below Cincinnati. At this point close to \$100,000 are being spent, but the largest and finest coal elevator ever built on the Ohio river will result from the expenditure. Storage capacity for upward of 125,000 tons of coal are being

known that sulphur and other impurities in mine water have no effect upon wood, while if it is desired to convey spring or mineral water, the wooden pipe has the advantage of not tainting the water with rust or poisonous lead, says the *Engineering and Mining Journal*. Those familiar with the use of wooden pipes claim that selected white pine, free from sap and imperfections, is the best wood from which to manufacture pipe. These same authorities, after pointing out the lasting quali-

It is well known that the Chesapeake & Ohio railroad has done nothing in the last ten years to better their equipment at the docks and with the increasing tonnage it is an impossibility for them to handle the coal. The operators claim they have been repeatedly promised by President Stevens to do something that would better the existing conditions, but instead of getting better the car supply on the road is now worse than at any time in the history of the Chesapeake & Ohio railroad.



# The Calumet Dock Destroyed by Fire.

One of the largest fires in the history of the coal industry took place last Saturday morning, November tenth, at 8:15, at the Lehigh Valley coal dock, situated at One Hundredth street and the Calumet river, South Chicago. The Calumet dock was one of the largest storage

from a position of about seventy-five feet from the building the firemen directed streams of water upon the burning structure. A large number of vessels moored at the wharfs waiting to take out coal had very narrow escapes. The Merrett company's grain elevator on the river bank at Ninety-

two thousand tons. No definite estimate of the damage to the machinery has been made. The five hoisting towers were saved. It is estimated that the machinery cost four hundred thousand dollars originally. The total loss was fully covered by insurance. The Lehigh Valley Coal Co.



View of Calumet Dock Before the Fire.

plants for coal in the west. It was comprised of three large buildings, 150x260 feet, and had a storage capacity of seventy-five thousand gross tons. The original cost of the plant, exclusive of machinery, was about two hundred and fifty thousand dollars. The machinery was of the latest type and built by the Dodge Coal Storage Co.

## Valuable Location.

The position of the dock was most advantageous. It was in close proximity of the two belt lines, the Chicago & Western Indiana railroad and the Elgin, Joliet & Eastern railroad, connecting with all western lines. This was a very important factor in the prompt dispatch of coal throughout the western markets. There are also seven elevators near the dock, which always gave a good supply of empty cars. It was the general practice of the railroads to send the cars loaded with grain to the elevators, after which they were forwarded to the coal dock to be loaded with coal for return trips.

## How the Fire Started.

The fire was first discovered by Edward Linnan, who was employed in one of the offices of the company. Ten men were working in one of the offices on the fourth floor when the fire broke out. The main two-story office building was the first to be consumed. This was followed by two immense sheds each a block long. Then the three docks extending along the Calumet river were destroyed. The blaze finally spread into the building used by the coal company as a machine shop and it was nearly all destroyed before the fire was extinguished. It is claimed that the fire first broke out on a trestle at the end of one of the long coal sheds, but there is no rational theory of its origin. The fire boat "Protector" was immediately run up the river as soon as the alarm was given, and

eighth street was also threatened as well as the plant of the Chicago Shipbuilding Co., on the east bank of the river. The location of the buildings on the river front greatly hampered the firemen in their work. The fire grew to such proportions that a third alarm was sent in and two engines from the city fire department of Chicago were sent out on a flat car. The coal has continued burning all week.

## The Effect of the Fire.

It is estimated that there were about fifty thousand tons of coal in storage when the fire broke

already have engineers on the ground making plans for a new plant. The new structure will no doubt be of steel construction and contain the most up-to-date hoisting machinery and every device for rapid unloading and loading of coal.

## Relation to the Trade.

Selling agents at first predicted that the loss of the Calumet dock would greatly affect the anthracite supply in the western market. However, after thinking the matter over, it is the general opinion that the effect will not be nearly



View of Dock After the Fire.

out. The company will save a large portion of the egg and buckwheat coal, which will amount to about eighteen thousand tons, but all the stove and nut coal was lost, amounting to thirty-

as great as was anticipated. Of course the docks were used in many cases for emergency, it being the aim of the company to ship as much coal all rail as possible. The Lehigh Valley Co. has



six other docks in the west, two in Chicago, two in Milwaukee, and two at the head of the lakes at Duluth and Superior. The company has already made arrangements to transfer the larger portion of the Calumet business to their other

The capacity of the Calumet dock was about one hundred cars daily. On the morning of the fire about one hundred and forty cars were waiting to be loaded. Officials of the company are hopeful that the plant is not so greatly damaged but



This Photograph Was Taken on Wednesday—Coal Burning Five Days After the Fire Started.

docks. In the east their representatives have been making preparations to increase the capacity of all rail shipments. The two large docks which they operate at Buffalo will also be utilized.

that it can be temporarily used to take care of some of the business during the winter. The dock was in charge of A. Wallace, superintendent.

## New Enterprises.

Coal Tar Products Co. has been incorporated at Louisville, Ky., with \$25,000 capital stock.

Articles of incorporation have been filed at Pittsburg, Pa., by the Newfield Coke Co., showing a capital stock of \$100,000.

The Western Anthracite Coal & Coke Co. has filed articles of incorporation at St. Louis, Mo., showing a capital stock of \$300,000.

The Central Indiana Coal Mining Co. has been incorporated at Muren, Pike county, Ind., with a capital stock of fifty thousand dollars.

The West End Coal Co., has been incorporated at Fairberry, Ill., with a capital stock of \$20,000 by J. S. Stout, William H. Davis and Ide Harris.

The Connell Anthracite Coal Co. has been incorporated at Scranton, Pa. The company will also open an office in Syracuse in the near future.

The Richland-Jellico Coal Co. has been organized for the development of coal lands in Knox county, Ky. The main office of the company will be at Barbourville.

Etna Coal & Iron Co. has been organized at Ironton, Ohio, with \$300,000 capital stock. The incorporators are L. D. York, E. J. Bird, G. N. Gray and Daniel Halley.

The Warsaw Coal Co., Edwards, Ill., has been incorporated with \$12,000 capital stock. The incorporators of the company are T. J. Edwards, M. Cusick and Charles H. Edwards.

The Paola & Ossawatimie Light & Fuel Co. has been organized at Kansas City, Mo., by W. L. Overall, F. B. Hughes and A. W. Mackie. The capital stock is \$500,000.

The Keystone Big Muddy Coal & Coke Co., Marion, Ill., has been incorporated by M. D. Adelson, W. Streng, and F. W. Cool. The capital stock of the company is \$100,000.

The Wykes Fuel & Building Material Co. has been organized at South-Grand Rapids, Mich., by George Wykes and William Wykes. The company has a capital stock of \$10,000, all paid in.

The Martin-Howe Coal Co. has been incorporated at Vincennes, Ind., with a capital stock of \$50,000, by Joseph Martin, William H. Howe, John H. Coulter and James B. Filbert. The company owns leases to a large

tract of coal land near Bicknell and is now sinking a shaft to the No. 7 vein.

Articles of incorporation have been filed by the Inland Coal & Coke Co., Pulaski, Va. The officers of the new company are H. Hardway, president, and M. H. Tomkins, vice-president.

The Paint Rock Coal & Timber Co. has been organized at New York, N. Y., with a capital stock of \$300,000. The directors of the company are M. T. DeVault, H. C. Snyder and L. R. Reynolds.

The Puritan Fuel Co., Indianapolis, Ind., has been organized with a capital stock of five thousand dollars. The directors of the company are Albert G. Rabe, Paul K. Rabe and A. G. Emhardt.

The Tidewater Co., Riveredge, N. J., has been incorporated with a capital stock of \$15,000, by Charles J. Rose and J. A. Rose. The company will deal in coal, coke, wood and real estate.

The A. H. Whitsett Coal Co. has been organized at Shelburn, Sullivan county, Ind., with a capital of sixteen thousand dollars. The incorporators are A. H. Whitsett, R. C. Whitsett and W. H. Ford.

Articles of incorporation have been filed at Boston, Mass., by the Boston Coked Peat Co., showing a capital stock of \$100,000. The incorporators named are C. D. Richardson and B. G. Underwood.

The Black Wolf Coal & Coke Co. has been incorporated at Kuro, W. Va., by F. P. Christian, J. R. Gellican, T. D. Christian and T. W. Gellican, all of Lynchburg, Va. The company has a capital stock of \$100,000.

Rocky River Coal & Coke Co., Portland, Maine, has filed articles of incorporation showing a capital stock of \$400,000. The incorporators of the company are M. W. Baldwin and C. E. Eaton, both of Portland.

The Coulterville, Muddy Coal Co., East St. Louis, has been incorporated with thirty thousand dollars capital stock to mine and deal in coal. The company is incorporated by J. T. Brent, C. R. Dudley and G. M. London.

The Hocking Coal Exchange & Mining Co., Columbus, Ohio, has been incorporated with a capital stock of \$100,000. The incorporators

are J. P. Cominsky, W. H. Bennett, S. P. Bennett, S. P. Bennett and E. M. Bennett.

Burns Bros. have been incorporated at New York to handle coal, wood and other fuel at wholesale. The new company has a capital of \$30,000 and the following men are directors: M. F. Burns, F. L. Burns and J. J. Smith.

Marrowbone Coal & Coke Co. has been incorporated at Camden, N. J., with a capital stock of \$125,000. The company will mine coal and other minerals in that state and is incorporated by R. C. Peacock, W. A. Foreman and E. F. Speer.

The Risher Coal Mining Co. has been organized at Terre Haute, Ind., to purchase and operate coal lands, etc., with \$2,000 capital stock. James H. Ida and William W. Risher are officers and directors of the new company.

The City Storage & Coal Co. has been organized at Chicago with \$4,000 capital stock. The company will engage in storing, teaming and a wholesale coal business, and is incorporated by L. Sprague, George Green and Clarence Smith.

The Tennessee Lumber & Coal Co., of Scott county, Tenn., has filed articles of incorporation at Nashville, showing a capital stock of \$10,000. The incorporators are Hall Hagemeyer, Bartlett Hagemeyer, Robert Walton, L. H. Young and T. C. Young.

The H. C. Buck Jr. Co., No. 9 Clinton street, Newark, N. J., has been incorporated with a capital stock of \$50,000. The company will engage in the coal and lumber business and is incorporated by H. C. Buck Jr., A. W. Lewis, F. J. Smith, all of Newark.

The New Flat-Top Mining Co. has been incorporated at Cleveland, Ohio, with a capital stock of \$300,000 by Frank M. Osborne and J. R. Nutt, both of that city. The company will develop 30,000 acres of coal land in the New River field of West Virginia.

The Tennessee Gem Coal Co. has been incorporated at Chattanooga, Tenn., with a capital stock of thirty thousand dollars, for the development of coal properties on Walden's Ridge. The incorporators of the company are G. H. Holliday, Lot Davis and Walter C. Holliday.

F. H. Jarden & Son, Inc., has been organized at Camden, N. J., to conduct a general wholesale coal and contracting business. The capital stock of the new company is fifty thousand dollars and the incorporators are F. H. Jarden, J. C. Truitt and G. P. Williams, all of Camden.

The Majestic Colliery Co., Eckman, W. Va., has been incorporated with a capital stock of \$250,000. The operations of the company will be in Pike county, Ky. James R. Gillian, W. A. Phillips, S. W. Paterson, J. M. Mann and Morris Watts are incorporators of the new company.

## Huntington Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending Nov. tenth, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumber- land.	Total.
Week ending Nov. 10, 1906..	20,425	23,430	43,855
Corresponding week, 1905...	20,062	19,576	39,638
Total for 1906.....	680,427	960,847	1,641,275
Corresponding period, 1905..	611,343	860,082	1,471,426

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 169,848 tons.

## Beech Creek Tonnage.

The tonnage originating on the Beach Creek branch of the New York Central railroad for the week ending October thirty-first, 1906, amounted to 224,108 tons, making a total to that date of 5,244,557 tons, as compared with 7,461,680 tons for the corresponding period last year.

Coke tonnage for the same week amounted to 3,649 tons, making a total this year of 60,524 tons, as compared with 73,288 tons for the same period last year.



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, NOV. 15

The Eastern anthracite coal trade keeps up a brisk demand and in general is practically all the market. The cars are not yet as plentiful as producers would like to see them, causing some curtailment in the delivery of coal to the west. Restrictions at the loading ports, with interruptions to water transportation, due to bad weather, is also affecting the situation. This has developed enough business in the trade to absorb what coal can be produced and sent forward to market. Prepared sizes are becoming scarce in some instances, especially on the red ash varieties. The large output for the month of October was rather a surprise, in reaching the total figures of 5,384,768 tons, the largest in that month, and exceeding the shipments for the same period in 1905 by 179,074 tons. This, however, has had no effect in accumulating stocks at any of the distributing points. In fact, the demand from the west is of larger proportions than can be delivered to it, through the shortage of equipment available. But this is not an unusual occurrence with buyers in that market, indicating no change from former years, and being merely the business which should have been placed in July and August. That delays on tonnage anticipated to be made by lake shipment before the close of navigation will likely be of considerable amount, and cause disappointment to those short of stocks. Insurance is expected to be withdrawn at any time now, as the colder weather and snow in that region may limit protection to cargoes earlier than last year. In the event that this should occur, causing future shipments to go west by all rail routes, it would probably be materially restricted in its movement there. Box cars for loading this coal at the mines are short of what is needed, and labor to handle it for the loading of them being scarce, there is liable to be delays in its delivery.

### Line Trade East of Mines Is Strong.

The heavier shipments now increasing on the all rail trade, is taxing the supply cars to move it as promptly as is desired in all cases; this keeping shippers full up on orders and extending the delivery of a quantity of it for some time to come. From all localities the demand is augmented as the season approaches winter conditions. The current week being favored by a lower temperature which prevailed, has had a good effect on the reduction of stock in the consumers' bins, it being reflected in both the retail and wholesale markets, with more business coming in than can be delivered this month. The feature of this trade being that buyers so situated to take their coal by either line or water, are showing a great preference for the former. The greater convenience in handling it direct from the mines lessening also the breakage in the coal, is no doubt influencing the change. Trade at lower

Canadian and further east state points is feeling the most seasonable climate and is responding accordingly. Stocks in that territory are not considered large and the requirements it is thought will be steady until well into winter.

### The Coastwise Trade Brisk.

The continued interference, even up to the forepart of this week, in permitting barges and sailing vessels to make regular trips, is causing the trade at points affected, to be more urgent for the coal to arrival. The high winds on the coast were responsible for the delays, but conditions are improving. Shippers look for the desired relief in a few days. Orders show an accumulation, to some extent, at the loading piers, but are only waiting for boats to arrive when they will go forward. The harbor trade is quite active. Supplies in dealers' yards showing depletion by the greater needs are ordering much more freely. The demand for the steam grades, recently has been unusual from former years, in that stocks have been decreased to a point where a shortage in the supply may result later on. Prices on these coals are very firm, and even the individual products seem to be moving off at better prices. Some anxiety was felt in the trade here, at a possible labor strike of the engineers and firemen of the anthracite roads early in the week. Progress has been made since, and looks more favorable for an adjustment of the trouble.

### The Bituminous Trade Improved.

The Atlantic seaboard soft coal trade shows a better condition of things as the winter season approaches. All consumers are increasing their stocks preparatory to winter weather, and nobody is allowing them to run down at this time. Prices are slightly stronger, showing the trend of the market.

Car supply and the vessel market continue to be the chief source of restriction to the trade. Transportation superintendents are endeavoring to get all the use of the cars they can by urging the discharge of them promptly upon arrival. But there is some complaint of delay nevertheless. Most shippers are complaining that they are receiving only twenty-five per cent of their needs on certain roads. Shipments to New England are embargoed except where box cars from that district are sent to the mines for loading. The short car supply at mines located on the Baltimore & Ohio railroad has upset the miners at the various operations. They not being able to secure work enough, go to another mine, and there receiving the same sort of treatment, leave that for another, and so it goes, keeping things in more or less of a turmoil on account of the car shortage. This condition of affairs, where miners are not able to get the steady work they desire, going from one mine to another, often accentuates the labor shortage in the mines, and makes a false premise as to the actual situation.

In the vessel market the most distressing fea-

ture to shippers is that all the vessels are east at this time, and the vessels that are running are able to secure higher rates than formerly were prevailing. Brokers are quoting 90@95c for large vessels from the lower ports to Boston, Salem and Portland, and claim that \$1.00 will be the rate before long on this class of vessels. Vessels under one thousand tons are able to secure ten cents above the ruling rate in the market at this time.

There seems to be a fair supply of export orders in hand, which, however, are being held up at the moment on account of lack of vessels that are available for this class of shipment. It is expected that this will be remedied in the near future.

### Trade in the East and Sound.

Trade in the far east is fairly active. The short supply of coastwise vessels is rather contracting things, but there is no shortage of coal in this territory, and shipments seem to be in the way of keeping the stock up toward the coming winter's requirements.

Trade along the sound is calling for a good deal of coal. The sound barges are still scarce, though not completely tied up, as a few weeks ago.

In New York harbor trade is fairly active. Prices are firmer, ranging from \$2.70 to \$2.90 on the better grades of steam coal f. o. b. New York harbor shipping ports, with cheaper coals materially reduced to this market than earlier in the season, the demand from the west calling for shipment to that territory.

All rail trade is materially stronger, and the demand is much improved. The larger operators are reporting more business than they care to accept. This will of course force prices up. Good grades of coal are asking \$1.25@1.50 f. o. b. mines.

Transportation from mines to tide is a little irregular, some coal coming through on time, whereas other deliveries are apparently unaccountably delayed, and this in a number of instances. Car supply ranges all the way from seventy-five per cent to eighty per cent of the needs where it is best, and down to twenty-five per cent and under where it is poorest. It is impossible at this time to specify more closely than this, though the general complaint is of car shortage.

### In the Coastwise Vessel Market.

Vessels are apparently all in the east. Very few of them are at the shipping ports, and the few that are there are holding for higher freights where it is possible. The quotations of freights at the lower ports seem to be about ninety cents for the large class of vessels for Boston, Salem and Portland; seventy cents to the sound; \$1.05 to Portsmouth, with the likelihood of \$1.00 being the rate around the cape before long if the vessels now in the east do not soon arrive at the shipping ports.

## Market News from Buffalo and Great Lakes.

BUFFALO, November 16.—(Special Correspondence.)—It is becoming more and more clear that dealers some distance removed from distributing centers should provide themselves with more ample storage capacity, so they will be able to take coal when they can get it. Lack in this direction is now being fully realized by the men who are importuning the sales agents for stock, and who are finding to their detriment that while

there is an ample supply of coal, the facilities for removing it are entirely inadequate to the requirements of the season.

There is at the present time an unprecedented demand for the domestic sizes, and hampered by the car shortage, which was never so badly felt by the anthracite interests, many an outside dealer is unable to procure the coal actually required by the demands of his trade. While the output

of the mines continues normal, or a trifle above, forwarding has dropped off to an alarming extent, with the result that not only the local rail trade is affected, but lake forwarding is receiving a heavy blow.

### Meager Storage Capacity.

This question of a meager storage capacity is one which not only affects the country dealer,



but this season has been strongly impressed upon the handlers of coal at the smaller lake ports. Earlier in the season these dealers might have secured an ample supply of stock with which to take care of the fall and winter trade, but they were limited by the size of their storage bins, and the result is now being severely felt.

Locally the situation is little different from that reported last week. The demand for nut coal, especially, is very heavy, and the agents are racking their brains for a plan by which they can please and retain their importunate custom. Outside dealers are driven to renewed effort by the importunities of their trade; sales agents are in turn badgered by the small dealers, and the railroads are being pleaded with by the sales agents, so taking it all in all, the conditions are far from satisfactory.

It is reasonable to suppose that enlightened to their real needs by the present inability to procure coal when it is so badly needed, there will be a general effort for improvement among the dealers of their yard capacity, and doubtless also consumers will, so far as their pecuniary condition will permit, buy more freely at the season when conditions for having their orders promptly filled are more favorable.

#### Lake Shipments Increased.

While lake shipments have been a trifle heavier for the past seven days than during the preceding week, it is very evident that had the stock available been more liberal, a vastly larger shipment would have been recorded. Forwarding, it will be observed by reference to the figures below, was principally to the three largest ports, the amount being pretty evenly distributed between Chicago, Milwaukee and Superior. Following was the total:

Destination.	Tons.	Destination.	Tons.
Chicago .....	25,750	Soo .....	1,000
Milwaukee .....	27,800	Waukegan .....	3,000
Superior .....	18,200	Duluth .....	3,000
Toledo .....	2,700	Port Arthur .....	5,450

#### Bituminous Trade Firm.

In the bituminous trade practically no change is recorded. Cars are only available to supply about fifty per cent of the requirement. There is a very strong demand for spot coal and parties having a supply on hand or in transit to Buffalo will be able to dispose of it at what may be termed fancy prices.

The Canadian slack market is very good and there is every indication that some high prices will be obtained for this grade during the coming winter months. All fuel coals are in good demand at this time across the border, and there is every reason to believe that the strength of the market will be sustained for a long time to come, for the car shortage is a factor and there is no indication of relief for a long time to come. So far as slack is concerned the approach of the close of navigation calls for a very large amount of three-fourths coal, which is screened for the lake trade. This will be cut off with the end of navigation and the supply of slack will be greatly lessened, for aside from the lake demand the principal handling of commercial grade is of mine run.

At the present time there is no difficulty experienced in disposing of all slack coal obtainable, either from the entire Allegheny Valley or Pittsburg districts. For this coal \$1.00 a ton at the mines can be readily obtained. Many of the large concerns are endeavoring to fortify themselves against a possible strike of the railroad employes or a snow blockade, and are stocking up to the full storage capacity. During the past week the railroads which take all or a part of their fuel supply from Buffalo have been in the market more or less for extra amount, and this has helped to swell the demand.

Mine run of coal is strongly held for \$1.25 per ton on a mine basis, and this price has been exceeded by from ten to fifteen cents per ton for all Allegheny Valley grades, while \$1.50@1.75 is easily procurable for Pittsburg mine run coal.

No immediate relief in the car situation is promised by any of the railroads, and this has prevented shippers accepting large orders for coal, though some have been offered. It must be readily understood that such a condition hampers business to a great extent, and should the threatened strike of firemen and switchmen materialize business is bound to suffer irreparable loss.

## The New England Trade.

BOSTON, MASS., Nov. 15.—(*Special Correspondence*).—The activity noted in the anthracite coal trade of last week is retained. About enough cargoes have reached the discharging ports to supply current needs at them. All shipments on the detained business, by the interruptions to water transportation, have not yet been filled. The situation is, however, fairly well cleared up, and will get back to normal in a few days. There is no rush of orders as has occurred on past occasions, through the interference of ice, but it has made the trade more steady. This it is thought may also develop enough business through the current demands, to keep the present basis of shipment at about the same tonnage level. Any seasonable change to a lower temperature, would undoubtedly accentuate buying to a marked degree. The ports that are probably most affected, by the delay in arrival of coal, are those at shoal-water points. Quite a number of cargoes were ordered three or four weeks ago, though captains were not anxious to accept it, fearing ice, and it is difficult at present to contract for the Maine light draught ports. This may cause some short supply at them, unless weather moderates and the season is now short.

#### All-Rail Trade Good.

The demand for all-rail coal keeps shippers busy and report more orders in cases than can be delivered. This is not due to an excess of trade, but rather to the conditions of shipment required on it. Thus often limiting the tonnage to certain points or for the reason of special kind of cars desired, causing the delay. But it is merely one of the things that can not be avoided, and the trade affected, usually accepts

the conditions in good spirit. Aside from these features there is a large tonnage coming in from the more important territory. The stability of the all-rail market is evidenced by the regular way they are sent shippers.

Trade in the sound is good, and taking what coal can be shipped to it. A little later on the shipments to these ports will likely show an increase. Having been delayed by bad weather, prevented the getting of coal desired.

#### Bituminous Coal Steady.

The soft coal market shows a firm tone. A moderate activity maintains. While the arrival of cargoes loaded, at the various ports, were increased over several previous weeks. In fact, large consumers are urgently pressing shippers for increased deliveries on coal due them. Most of the business being transacted at present is on season contracts. The water freight situation having held back the coal for a longer period than is usual, making consignees anxious. This, however, surprises no one, as the coal now being urged forward, should have been taken several months ago. How buyers can forget from one year to the next, that the elements are a controlling force at this season, and must be considered in calculating on a supply of coal, it is hard to reason. Yet, with good resolutions made at these times, will be lost sight when they pass over.

Prices are firm on all varieties. Pennsylvania coals holding out for slightly higher figures. The standard grades are strong. In vessel freight market we quote 90c to 95c from Hampton Roads and Philadelphia to Boston, and Baltimore, five and ten cents higher.

## The Philadelphia Coal Trade.

PHILADELPHIA, Nov. 15.—(*Special Correspondence*).—The anthracite coal situation is stronger than it has been for a few weeks past. There is apparently a good demand from all sources, being now in greater need. The shipment of coal, however, is still retarded by the shortage in the car supply. Efforts are being made by the railroad companies to get back to their systems, the cars that have been on foreign roads. In this they have succeeded to an extent, and in another two or three weeks, as cars can be located, the number will be increased sufficiently, it is thought, to provide for the full transportation of coal. No coal cars are permitted to go off the system's lines to load in other regions. While this, in periods of less activity, is acceded to usually the traffic on coal is now up to where a full equipment is necessary. A fair movement of coal has been going forward, and no important shortage of any account has occurred. The tonnage shipped from the mines during October would, at least, indicate this condition.

#### Tidewater Shipments Improve.

The vessel market that has been tied up so closely for several weeks past, by bad weather, has now improved. Though not yet back to regular schedule in making trips, it is expected to get straightened out in a few days. Orders from the coastwise trade, due to the protracted restriction, have accumulated in shippers' hands to quite an extent. Enough business for consignment of all the craft available is being sent forward and will take some time to catch up to the requirements. The delay had the effect of stimulating this trade materially. It is also believed that the demand as

a result will continue strong by the experience obtained, now that winter is approaching.

The local and city trade is doing a steady business, and interests engaged in it, report that they have all they can attend to for several weeks ahead. The steam grades are in better demand. Owing to colder weather, when the increased consumption of this fuel is more widely used, it feels the impetus. Prices upon it, too, are firmer.

#### The Soft Coal Trade Is Active.

The bituminous coal trade is better than it has been for some time past. Producers are busy, and have in many instances more orders than they can provide for temporarily. We hear of several large mining interests in the Pennsylvania field, which are practically all sold up on free coal and are not inclined to accept further obligations at this time. Prices, too, are better as a result of the general improvement, with advances on the better grades ranging from \$1.25 to \$1.50 f. o. b. cars at the mines. The lower grades from West Virginia have not been shipped to these markets as freely of late, as they obtain a little better prices for their coal in the West. The heavy demand for coal in the middle west and lake points has brought about this condition. Relieving the tidewater markets with a firmer tone prevailing.

The car question is still the feature restricting the tonnage from the mines. There is a slight improvement on the Pennsylvania Railroad and less complaint is heard of it. The Baltimore & Ohio has been unable so far to give better service, and shippers dependent upon this road feel the shortage most.

## Baltimore Shipping Trade.

BALTIMORE, MD., November 14.—(*Special Correspondence*).—With an almost freezing temperature on several nights recently, the period of Indian summer seems to have been brought to a close. The prospects of the coal man for the immediate future seem much brighter. The anthracite dealer is now gathering in the harvest of delayed orders, and is busy endeavoring to get coal through to fill

the gaps in the stored piles. This task is by no means always an easy one just at present by reason of the scarcity of cars. No early change is expected in the anthracite schedule of prices to the consuming public, although should the month of December prove a hard one there may be an advance on or about the first of January.

Better demand and better prices are also



features of the bituminous market. Rates in the west have increased out of proportion to the eastern market, but the rally seems to be coming about in this latter territory now. It is hard to fix any definite schedule, especially for the lower grade coals, which, however, may be said to be from ten to twenty cents better than three or four weeks back. Georges Creek is still being quoted around \$1.60 and \$1.65. The coke market remains strong, prices ruling about the same as for several weeks past.

Car supply is still a dominant feature of the situation—or rather, it should be said, lack of car supply. This is getting to be an old story with the trade, the only variety being in the tenacity of the situation. The Reading railroad people are saying that a considerable number of cars have been diverted from the anthracite section to the bituminous districts of western Maryland and West Virginia. The Baltimore & Ohio comes back with the reply that many of its cars are doing service along the hard coal roads.

#### Activity in West Virginia.

Speaking of West Virginia it will be well to note that the business men here are making strenuous efforts to capture the business

opened up by the new Coal & Coke railroad. In the opening up of much of the virgin coal territory along that road, also considerable Baltimore capital will be interested.

The Western Maryland railroad's coal supply territory connections are now pouring more and more of the fuel over that system to tidewater here. This is shown in the statement of earnings month by month. The gross earnings for the month ending October thirty-first were \$156,455.01, an increase of \$40,236.51 over the same period of 1905. For the current fiscal year to the same date the gross earnings were \$1,853,442.26, an increase of \$251,353.21.

Vessels for coastwise shipments are still in very light supply. Rates are up accordingly. Boston, which not many weeks ago could be gotten at seventy or seventy-five cents, is now about ninety-five cents. In one case, that of the schooner Elisha Atkins, \$1.25 was the contract price, the record rate for the season. The tract price, the record rate for the season. The er, the Ruth E. Merrill, the Prescott Palmer, the Paul Palmer, and boats of that class, were all chartered at ninety-five cents or thereabouts. Other northern ports are up in proportion, and the southern charters are all be-

ing made at some twenty cents increase over the figures of a month back. And even at these figures it is hard to get bottoms just when required.

In speaking of vessels it may be of interest to note that an exhibit at the coming Jamestown Exposition will attract the attention of the coal men as well as the marine people. It will consist of an exhibition of marine engines, for large and small vessels. Coal, oils and electricity will all have their space, and the consumption and cost, with speed results, etc., of the different kind of propulsory machines, for different kinds of vessels, will prove of more than ordinary interest.

Mr. John A. Fox, representing the National Rivers and Harbors Congress, has been in Baltimore during the past week stirring up interest among trade bodies and business men in the move to have the next congress appropriate a larger fund for river and harbor deepening work. At present a deepening scheme is being carried on here, but its continuance is dependent on future appropriations. It is not as extensive as is finally hoped, either. As the deepening plans will give access to the coal piers for vessels of greater draft, the situation is of interest to the coal trade.

## Eastern General and Personal Notes.

G. D. Curtis, of Curtis-Blaisdell Co., New York, returned the end of last week from a visit to Gambier, Ohio, his former home.

The Baker-Whitley Coal Co., of Baltimore, have recently made an arrangement with Pymman, Watson & Co., of London, England, to represent them as its European agents.

J. A. Renahan, vice-president and general manager of the Smokeless Fuel Co., New York, left on Thursday of last week on a business trip to Cincinnati and the west, after stopping a day at Philadelphia. He expects to be away until the last of this week.

The average price of anthracite coal on the domestic sizes, f. o. b. the New York harbor shipping ports during the month of October, was \$4.85 per ton, according to Commissioner C. P. Neil. This means an increase of seven per cent on the miners' wages for that month.

The Buckhannon Coal & Coke Co., which owns a tract of six thousand acres of coal land in Upshur county, W. Va., near Buckhannon, will at once start, it is said, its operations on the property on a large scale. It also intends to increase the capital of the company from \$250,000 to \$600,000.

The Insular Coal Co. was incorporated on November eighth under the laws of New York state, at Belmont, with a capital of five hundred thousand dollars, to develop coal and oil lands. The directors are D. M. Carmen, A. B. Johnson, Manila, Philippine Islands; W. P. Clark, Belmont, N. Y.

The United States Navy Department is soliciting proposals to furnish fuel for the navy's requirements at foreign coaling stations during the ensuing year. Tenders must be submitted to the bureau of information, Navy Department, Washington, D. C., not later than one o'clock on December first.

The Youngstown Iron, Sheet & Tube Co., Youngstown, Pa., has purchased three thousand acres of coal land near New Castle, Pa., and negotiations are under way for the purchase of nearly as much more land in the same locality. The purchase was made outright, but the consideration is not named.

At a recent meeting of the directors of the Buckhannon River Coal Co., Uniontown, Pa., it was decided to increase the capital stock from \$250,000 to \$600,000. The additional capital will be used in the development of a tract of 5,000 acres of land in Upshur county, W. Va., recently acquired by the company.

The capacity of the National colliery of the Lackawanna Co., at Scranton, Pa., is to be increased to fifteen hundred tons a day, or nearly double the capacity of the breaker at the present time. A new road 450 feet long

and seven feet high has been cut at the bottom of the shaft, and other improvements made at this point are intended to make the handling of coal automatic.

The election of Charles E. Hughes as governor of New York has caused a delay in the proposed investigations of the coal inquiry by the government. Mr. Hughes had been appointed to assist Mr. Simpson Jr., of Philadelphia, in conducting the cases, but following his election, Mr. Simpson has been notified by the department of justice that a successor to Mr. Hughes will be selected. There is a question in some quarters as to what extent this inquiry will be made, though it seems indefinite at this time.

The shipments of anthracite coal for the month of October aggregated 5,384,768 tons, as compared with 5,205,694 tons for the corresponding period in 1905; 5,131,542 tons in 1904; and 3,925,642 tons in 1903. This makes the total shipments for the first ten months of the year 45,680,474 tons, against 50,593,504 tons for the same period in 1905, a decrease of 4,913,000 tons. The Reading's tonnage increased for the month 52,926 tons over October, 1905; the Lackawanna was 63,818 tons ahead, and the Pennsylvania Co. 40,167 tons.

It has been decided that the South & Western railway of North Carolina, the coal carrying road from the southwestern Virginia soft coal fields to the southern seaboard, will connect with the Seaboard Air Line at Bostic, N. C. This road, in which New York parties are interested, will carry out the extensive plan of the old Chicago, Cincinnati & Charleston, abandoned several years ago, forming a trunk line from the great lakes to the Atlantic. Contracts have been awarded and the work of construction is rapidly progressing.

The board of directors of the Pennsylvania Railroad Co. has ordered an advance of ten per cent in the wages of all permanent employees of the company who now receive less than two hundred dollars a month. The increase takes effect December, 1906, and applies to all lines of the Pennsylvania system both east and west of Pittsburgh. The Pennsylvania and its affiliated companies employ about 192,000 men. Of these about 185,000 will participate in the increase of wages. This will involve an addition of some twelve million dollars to the pay-rolls of the various companies, the Pennsylvania railroad itself contributing nearly \$8,500,000 of the total.

A writ of attachment on the office furniture for two hundred dollars was served on Friday of last week upon the Carbon Coal & Coke Co., at the offices of its fiscal agents, Stewart & Co., 49 Exchange Place, New York. The company is a Delaware corporation of \$2,500,000. The writ was served on behalf of the New York Bank Note Co., for printing the certificates of a \$3,000,-

000 bond issue, which offices of the company are undertaking to place in part with a syndicate of capitalists in England. The attachment was issued by Judge Moore, and a deputy marshal executed the service at the Exchange Place offices, where the company has an extensive suite on the twentieth floor.

It seems now to be the general belief that a strike of the firemen of the Erie railroad will be prevented. Meetings are to be held between the engineers and firemen and the officials of the New York Central, New Haven & Hartford, the Central railroad of New Jersey, and possibly the Reading men, during the week. Several of these roads are said to be close to a settlement of their troubles and may be agreeably consummated in a few days, but that the discussion between both sides on the other roads may occupy a week or ten days, and possibly longer before matters are put in shape for final adjustment. The difficulties between the Lackawanna and its engineers were settled on Monday by an increase in wages.

At an informal gathering on Thursday of last week at Philadelphia, a number of coal men interested in the bunker trade of the different harbors, talked over the situation in regard to the coming year's prospect for business of this class, and as to the possible quotations that may rule. No definite action was taken on the matter, but the sentiment seemed to be that quotations are likely to be slightly advanced over the current season's figures. Quotations to rule are spoken of on bunker coal at Hampton Roads for 1907, at \$3.25 a ton under chutes, plus cost of trimming; Baltimore and Philadelphia, \$3.35 trimmed in bunker; New York harbor, \$3.35 alongside. The recent advance in price on Welsh coals it is thought will have a good influence in maintaining a firm tone on the bunkering trade here.

The result of the election in Pennsylvania shows evidence of the movement to unify the labor vote. The contest this year was keenly drawn in a number of the districts. T. D. Nichols, democrat, in the Tenth district, Lackawanna county, who defeated T. F. Hale for congress, is president of District No. 1 of the United Mine Workers. William B. Wilson, who defeated Elias Deemer for congress in the Fifteenth District, is secretary-treasurer of the United Mine Workers and the right-hand man for John Mitchell. The labor influence was also strong in Luzerne, the Eleventh district, where John T. Lenahan was elected over Cobleigh, the vote being 13,058 and 8,688 respectively. This made Lenahan an easy winner, but what was most surprising of all was that William Dettrey, the Socialist candidate, rolled up a total of 4,166 votes. Mr. Dettrey is president of the Mine Workers, District No. 7. The results show a growth in political force that may have to be reckoned with in the future.



# WIDE AWAKE RETAILING

## Suggestive Topics for Retailers' Meetings.

There are many advantages to be derived from the association of the members of any industry. In the case of retail dealers in the coal trade it enables them to study with the greatest advantage the problems which are constantly confronting them. It is an old saying that two heads are better than one. This simply means that when several minds are concentrated upon a given topic it is usually viewed from every angle, one individual seeing one aspect of it while another sees the objections or special advantages. This is by virtue of the mental law of association, one idea calling to consciousness another, thus bringing to view the various attributes of the subject under discussion. There are, however, some narrow minded dealers who do not believe in association. In other words, they simply believe in looking at one side of a question. They think perhaps that they will let the other fellows do the work and they reap the benefit. This is a great mistake. The consumers are not slow to recognize the leaders in any given industry. The retailers who attend the associations, who study their business from every point of view, who are up-to-date and are in a position to give the trade the best products obtainable, will always be given the preference by the consumers. There is still another reason why associations are beneficial. They develop that friendly feeling which is indispensable to the aggressive promotion of every industry. The recent Memphis meeting suggests a number of subjects which would be very helpful for discussion, as follows:

- Demurrage.
- Loss in Weights.
- Unloading of Cars.
- Bad Streets.
- Loss of Shovels and Forks.
- Single versus Double Carts.
- Paying Drivers by the Day or Load.
- Peddlers.
- Hauling Limits.
- Wagons versus Carts.
- Putting Away Coal for Customers.
- Removing Ashes.
- Bad Accounts.
- Yard Slack.
- Steam Business.
- Anthracite Business.
- Smithing Coal.
- Cash Business.
- Advertising Novelties.
- Exchange of Information as to Credits.
- Organization.
- Are Local Meetings Profitable?
- The Retail Coal Business.
- Coal Dealers and Good Fellowship.
- Can We Believe the Customer Implicitly as to Price?
- Legitimate Soliciting.
- Carload Sales to Retail Customers.
- Cost of Hauling.
- Mules versus Horses.
- Loss by Slackage.

## Where Anthracite Is Mined and Sold.

It may be somewhat of a surprise to the western coal men to know that such a comparatively small percentage reaches the western trade, but

it is evident the reason lies on the surface. Pennsylvania uses seventy-five per cent of the anthracite output because it is the cheapest fuel on the market for them, and much more preferable than soft coal for all domestic purposes. Even for steam purposes, hard coal is largely used in the east, many claiming better results and that it is more economic than bituminous coal.

The following chart will give a comprehensive idea of the anthracite fields, local districts and trade names of the anthracite coming to western markets:

### PENNSYLVANIA COAL FIELDS.

NORTHERN.....	<div> <div>Carbondale</div> <div>Scranton</div> <div>Pittston</div> <div>Wilkesbarre</div> <div>Plymouth</div> <div>Kingston</div> </div>	.....Wyoming
EASTERN.....	<div> <div>Green Mountain</div> <div>Black Creek</div> <div>Hazleton</div> <div>Beaver Meadow</div> </div>	.....Lehigh
SOUTHERN....	<div> <div>Panther Creek</div> <div>East Schuylkill</div> <div>West Schuylkill</div> <div>Lorberry</div> <div>Lykens Valley</div> </div>	....Schuylkill
WESTERN.....	<div> <div>East Mahanoy</div> <div>West Mahanoy</div> <div>Shamokin</div> </div>	

Of the total tonnage mined, some seven million net tons are consumed at the mines, and it becomes a matter of interest what disposition is made of the balance of this total. What percentage finds its way through the various channels into what is termed the west, which, as far as anthracite is concerned, means all states west of Pennsylvania. A safe estimate is the following basis: Pennsylvania uses seventy-five per cent of the entire output; the New England states twelve per cent, making eighty-seven per cent; and a liberal estimate of the amount going into western states is ten per cent; the balance being scattered in the southern states, Canada, Pacific coast and foreign ports.

## How Hard Coal Gets to Western Market.

It will be of general interest to the retail coal dealer in the west to have pointed out to him in a concise way through whose hands the supplies of hard coal reach the dealer trade. It will be seen there are five, and practically only five, anthracite coal interests in Pennsylvania, each of which has its channel for distribution; and speaking for the trade in the west, the various commercial names applied by the trade are the Lehigh Valley, the Schuylkill, the Scranton, the Erie, and the Susquehanna. The latter two are better known by name of the mines, such as the Pittston and Blossburg, of the Erie family, and Scott and Plymouth, of the Susquehanna product.

The following putting of the matter will give the general information in a nut-shell, and one can see at a glance who are the principals in the distribution of hard coal to western markets:

Lehigh.—The Lehigh Valley is its own distributor, maintaining sales offices at St. Paul, Milwaukee and Chicago, with dock facilities at Superior and Milwaukee, and all rail and transfer facilities at Chicago.

Schuylkill.—The Philadelphia & Reading Coal & Iron Co. is its own distributor, with sales offices at Minneapolis and Chicago, and dockage for storage at Duluth and Milwaukee, and all rail facilities at Chicago.

Scranton.—The Delaware, Lackawanna & Western Railroad Co. are the producers, and the following concerns are its principal distributors: North Western Fuel Co., with general offices at St. Paul, maintaining offices at Minneapolis, Du-

luth, Superior, Milwaukee and Chicago; dockage facilities at Duluth, Superior, Washburn and Milwaukee. Milwaukee-Western Fuel Co., at Milwaukee, with large dockage, is a Scranton distributor; and at Chicago, E. L. Hedstrom & Co., and S. C. Schenck are the distributors of Scranton, with large dock facilities.

Erie.—The producers are the Pennsylvania Coal Co., the Northwestern Mining & Exchange Co., the Hillside Coal & Iron Co., and the Blossburg Coal Co., and the general agents for the distribution of this product, Williams & Peters, New York city, maintaining its principal western office at Chicago; F. N. Pease, southwestern sales agent. The trade names, mainly derived from the mines at which they are produced, are Pittston, Wilkesbarre, Jermy, Keystone, Clarion, Blossburg.

Susquehanna.—The producer is the Susquehanna Coal Co., and its general office Erie, Pa., and distributing office at Chicago, for the west. The names by which this coal is known to the trade are Scott, Susquehanna, Old Lee and Plymouth. From these principals, the coal goes into the hands of the various smaller distributors and like the branches of a tree ramifies into as many hands as there are wholesalers and jobbers handling coal.

## A Village Under the Ground—A Model Mine.

Under the head of "The Romance of Steel and Iron in America," Munsey's Magazine for November contains an interesting article from the pen of Herbert N. Casson. It is the fifth of a series of articles on the iron and steel industry and is devoted to the United States Steel Corporation's interests. There is an interesting chapter on the coke plant at Continental No. 1, in which the writer says:

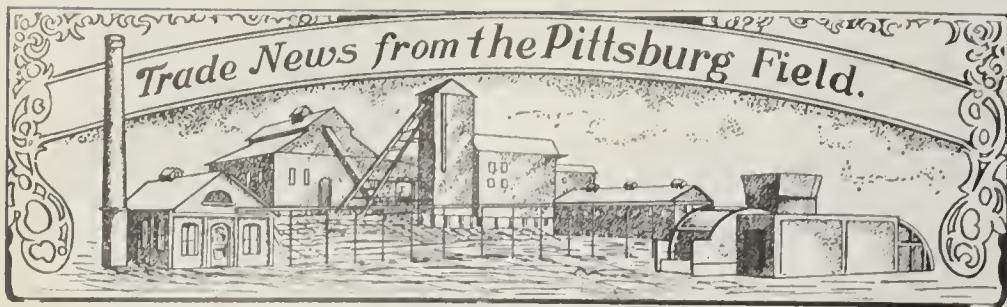
"At Uniontown, Pa., is a coke making plant, made entirely by the United States Steel Corporation. Here, too, the same good management and free expenditures of capital can be seen. We shoot down the steam hoist in a few seconds, making the 300-foot trip more slowly than if we were cars of coal. The mine below is practically a little village of two square miles. As it is a gaseous mine, no electricity is used, except in the stable. This stable is one of the sights of the whole mining region, being built entirely of cement and bricks. Not a splinter of wood is to be seen, making fire impossible. It has stalls for fifty mules, yet at the time that I went through it was as clean as a garage, the sloping cement floor making it possible to wash it thoroughly. Several chickens were picking up grain in the hay room. The walls were whitewashed. There was nothing dirty, nothing repulsive, even in the mule's part of the mine. The steel trust mule is the aristocrat of his species.

"The 400 miners live in four-room or five-room houses. Thirty of them have bought their own homes. They are all Huns and Slavs. For wages they average from \$2 to \$3 a day. For rent, they pay \$7 to \$9 a month.

"One of the miners," said E. H. Abraham, the superintendent, "went back to Hungary last month with \$9,000 in his pocket, the savings of twenty-three years. He worked in the mine until two hours before train time, so as not to lose even half a dollar."

"The men seemed to be both contented and independent. One of them had opened a grocery store in opposition to the store owned by the company. In the whole community there was nothing dilapidated or untidy. Even around the engine house and the shaft's mouth little cinder paths had been made. These were so trim as to look almost out of place to one who is familiar with coal mines. One would as soon expect to see a bunch of baby ribbon on a pickax.





Office of THE BLACK DIAMOND,  
PITTSBURG, November 17.

The coal and coke operators in the Pittsburgh district today occupy a peculiar position. Orders overflow the books of most of the concerns; product is being turned out daily in satisfactory amounts, but it is absolutely impossible for shippers to get a sufficient supply of cars to carry the product forward. Careful inquiry has been made during the week by THE BLACK DIAMOND correspondent from various heavy shippers of both coal and coke, and an average has been made of the amount of cars that are furnished, the result of which is that thirty-five per cent only of the total amount of cars required are and have been forthcoming for a number of weeks. Barring this phase of the situation, the outlook for the future in the coal and coke industry is unusually bright. There are no strikes of any consequence in the region. Labor is not as scarce as it was a month ago and the mines and ovens are all busy and there is no probability of there being any shutdown or decrease of the present output.

#### Car Supply Increased.

Pertinent to the car shortage question it is gratifying to be able to state that the Pittsburgh & Lake Erie railroad, which pierces the heart of the coal and coke region, have received during the week the first consignment of a large order of new steel cars, and expect the balance of the order within thirty and sixty days. This amount of rolling stock, however, will make but little difference in the existing shortage. Shipments of both coal and coke for the week show a gain over the week previous. At the present time there is standing in barges in the Pittsburgh harbor, awaiting a sufficient stage of water for transportation 25,000,000 bushels of coal. This is an unusually large amount and it exceeds very much any accumulations of previous times. The outlook for the shipment of this great body of "black diamonds" to southern ports is not very promising. Everything in the nature of machinery is ready, however, and as soon as the river rise occurs it is to be hoped that the greater portion of this enormous cargo can be sent southward, where it is sadly needed.

A number of new enterprises are noted in the district which are detailed elsewhere in this issue of THE BLACK DIAMOND.

#### Trend of Prices.

Regarding prices, the same firm tone that has existed for some time holds sway and prices themselves are somewhat firmer than they were a week ago. It is hard to tell where the rise will stop; for many weeks the tendency has been upward, and still upward, until the quotations that rule today are almost unprecedented. Run-of-mine coal is quoted at \$1.80 and \$2.00 per ton f. o. b. the mine, which is almost twenty per cent higher than the ruling prices of last week; three-quarter-inch is listed at \$1.25 and \$1.75 per ton f. o. b. the mine, which is a much higher rate than the ruling prices of a week ago; lump coal is bringing \$2.00 and \$2.25 per ton f. o. b. the mine, in contrast with \$1.85 and \$2.00 for last week. An average price for slack is \$1.00 per ton f. o. b.

the mine, which is about the same price that ruled last week. It is well to note in this connection that the prices given herewith on coal, although perfectly reliable, yet, in weighing them, consideration should be given to the existing state of affairs in the region, and a fair deduction would be that the prices quoted are all strong ones.

The coke market continues in a very healthy condition. Furnace coke is quoted at the same rates that ruled a week ago, viz.: \$3.35 and \$3.55 per ton f. o. b. the ovens, and foundry grade is selling at about the same figures as it has for some time, viz.: \$3.95 and \$4.05 per ton f. o. b. the ovens. On both grades of coke the market is firm and the outlook for the future is exceedingly bright.

We are advised that many of the large coke producers have made large booking orders for next year at prices which they anticipate will be exceedingly advantageous to them.

There is no change to note in prices of coal and coke at retail from the detailed list given in the issue of THE BLACK DIAMOND of November third.

#### Monongahela River Coal Co. Not to Absorb the Jutte Coal Co.

We wish to contradict an article which appeared in the first page of the Pittsburgh Gazette dated November fourteenth, in which it was stated that the Monongahela River Consolidated Coal & Coke Co. were negotiating for all of the steamers, barges and docks of the Jutte Coal Co. and had virtually consummated the deal. On the authority of the officials of the Monongahela River Coal Co. we wish to state that the statements in the article in question are not accurate. Recently the River Coal Co. purchased a few barges from the Jutte Co. and it is presumed that this gave rise to the article in question. It is not likely that any concern or corporation would enter into negotiations to purchase the Jutte interests at the present time, for the reason that this company is still tangled up in litigations of different kinds, and they are so complicated that any concern taking over the interests of the Jutte Co. would be virtually purchasing a number of lawsuits.

#### GENERAL AND PERSONAL NOTES.

D. D. Rush of Uniontown, Pa., a leading attorney, and largely interested in Fayette county coal enterprises, has been stopping in Pittsburgh for a number of days.

The coal and coke trade at Pittsburgh is in a rather anomalous position. Plenty of orders; an abundance of product, but no means of carrying the goods to the consumer.

The Akron Coal Co., of Akron, Ohio, reports that it is running its mines full time, but that they are hampered constantly in their shipments on account of the insufficient supply of cars.

The Hayes coal mines, at Haysborough, near Pittsburgh, which were opened up in 1870, have been worked out, the last run of coal having been made this week. The mines have employed about 300 men continuously for many years and these men are now seeking employment with the

various mines in the Pittsburgh region.

The Wellman-Seaver-Morgan Co. of Cleveland and Akron advise that they are unusually busy and that their department that makes mining and power equipment is running full time and is behind in supplying their orders.

The Morgan Engineering Co., of Alliance, Ohio, reports that they are busier than they have been for many months, and the outlook for the future is that they will continue to enjoy the same degree of prosperity that characterizes their present operations.

The Crown Drilling Co., of Akron, Ohio, advises us that it is enjoying a large and profitable trade at present from that far distant part of the earth. This company ships its machines all over the world, and at present has a heavy trade with southern Africa.

Superintendent Williamson of the W. J. Rainey Coal Co., Thomas Yoambly, James Gorden and William Leasure were taken from the Union mine, near Alverton, in an unconscious condition, having been overcome with black damp. The condition of Yoambly and Leasure is serious.

Twenty-five million bushels of coal are in the local harbor awaiting shipment. According to the prognostications of old river men a barge stage is doubtful for some time. Some think that Thanksgiving will bring the stage, while others are of the opinion that no coal can be shipped before Christmas.

The Buckeye Engine Co. of Salem, Ohio, reports that they are enjoying an unusual run of business, and that their trade with the coal companies has increased to a very pleasing extent. The company manufacture a large line of engines, and make a special line of them which are used extensively by the coal companies.

The makers of mine supplies in the Pittsburgh district are all busy. The same is the case with the supply people in the Massillon and Akron section. A trip of THE BLACK DIAMOND representative through eastern Ohio shows the coal companies busy, up to overtime, and the manufacturers of coal supplies running to their full capacity.

The Pittsburgh & Lake Erie railroad has just received the first delivery of an order of new coke cars placed with the Standard Car company some time ago. The new cars, which are the first of the kind to be used on any railroad, will be placed in service immediately to handle the enormous coke traffic in the Connellsville region.

Benjamin Braznell Sr., the venerable head of the Stockdale Coal Co., was seized with a serious illness the other afternoon while in his offices in the Braznell building, Burton street, Braddock. He was removed to his home in North Braddock. Two physicians said he was suffering from ptomaine poisoning. Mr. Braznell is much improved today. He is over eighty years old.

The American Mine Door Co., of Canton, Ohio, is putting on the market an automatic mine door that is meeting with the approval of the coal operators wherever it has been installed. The company is sending out an illustrated circular descriptive of its door, that is very convincing in the arguments set forth, and is also exceedingly unique in the way in which it is composed.

The Deming Co., of Salem, Ohio, has one of the most complete and up-to-date plants in the United States for the manufacture of pumping machinery. The company makes a specialty of "Triplex Mine Pumps," built in sizes 2x2 to 14x14, and have a large and growing trade with the coal

operators in the country. One large wing of their extensive plant is devoted exclusively to the manufacture of mine pumps, and is a model in every respect and detail.

By a settlement with the Minneapolis, St. Paul & Sault Ste. Marie Railway Co., which she had sued for \$50,000 damages, Miss Mabel Barritt, formerly of Minnesota, but who now is living with her uncle, W. G. Conliffe, of the Old Colony Coal & Coke Co., of Pittsburgh, will receive \$16,000. Miss Barritt, who is 15 years old, lost her right leg in a collision at Detroit in November, 1905, while her stepfather, George Smiley, and her mother were killed in the same accident.

The Pedder-Friedsam Co. is a new concern in Pittsburgh, recently organized, and will engage in the sale of real estate. Mr. Pedder has been engaged in the real estate business for many years in Pittsburgh and has handled many large deals. Mr. Albert Friedsam has been engaged in the newspaper business for many years. For the past eighteen months he has been devoting his time exclusively to the handling of coal and timber lands and will devote his time in the new firm largely to the coal lands branch of the business.

An important real estate transaction in Westmoreland county, Pennsylvania, involving \$640,000, is announced at Latrobe. By this deal the land of the Garnet Coal & Coke Co. of Pittsburgh, has been sold to the Latrobe Coal Co., which buys 80 acres of coal lands in Derry township and 225 acres of surface and rights of way to the Pennsylvania railroad. The Garnet Coal Co. is a local company in which a number of Pittsburghers are interested. The formal transfer of the property was made this week.

The Niles Mine & Mill Supply Co. located at Niles, Ohio, is one of the several concerns in the Eastern Ohio coal section that caters to trade with the coal and coke producers. They have an extensive and well equipped plant, located at the outskirts of Niles. They manufacture mine car coke larries, cone tipples, car wheel screens, mine car hitchings, coke scraper heads for drawing coke, etc. They advise us that they are full up with orders and anticipate a good trade through the fall and winter season.

Mr. W. L. Clause, president of the Pittsburgh Plate Glass Co., states that as far as their company was concerned the strike of the miners at the Creighton mine, Creighton, Pa., was over. He states also that the miners were running full time and that most of the members of the miners' union were working in other places. Mr. Clause also adds that no further efforts would be made by the company toward settling the present difference between them and the men, and that the old men were now almost all at work in the Charleroi mines.

The Christman Co., of Massillon, Ohio, is one of the enterprising and up-to-date concerns in the trade today. They recently consolidated their plant at Massillon with the works of the Dillonville Mine Supply Co., at Dillonville, Ohio, and moved their Massillon plant to Dillonville. At the latter place the Christman Co. has concentrated one of the most complete manufacturing concerns for the making of mine supplies that can be found in the country. The company turns out drilling machinery, mine cars, miner's drills, weighing, screening and dumping apparatus, car wheels, and any and everything that is needed in a modern coal mine.

To formally inaugurate the opening of coal properties in Washington county by the Wabash railroad, a special train containing seventy-five financiers, railroad officials and coal operators was



over the Wabash to the Cedar mine of the Washington County Coal Co., at Avella and a thorough inspection made of the new mine. N. F. Sanford, president of the coal company and organizer of the Moon Run Coal Co., Youngstown Coal Co., and other properties, was in charge of the party. The new mine is three miles from Cedar Grove on the main line of the Wabash and is connected by its own railroad, known as the Pittsburgh & Cross Creek railroad. Although work has only been in progress a short time, the mile of entry work has been made and shipments have begun. The mine is pronounced by the visiting experts to be the most modernly equipped in Western Pennsylvania, being supplied with an automatic dump, endless chain hauling system, electric cutting machines and improved airing systems. The present capacity of the tippie is 2,500 tons daily. The company owns one thousand acres and was organized by John W. Boileau.

Nestled among the hills of eastern Ohio, at a place called Mineral Ridge, is located one of the most modern equipped plants for the turning out of engines, boilers, pumps, tippie equipments, mine cars, cages, etc., etc., that has been the privilege of the writer to find in his varied experience among manufacturing concerns. At the place mentioned one would expect to find an up-to-date dairy or some agricultural factory, but not such a complete and modern manufacturing concern as exists there. The Mineral Ridge Manufacturing Co. manufactures "Complete Mine Equipment," and this plant, that operates in the quiet section mentioned, is certainly a model one in many ways. Of course, they enjoy excellent railway facilities and the branch road that runs by their shops connects with a number of the leading trunk lines of the country.

The Briar Hill Coal & Coke Co., composed of Washington and Pittsburgh men, recently let the contract to the Hitchcock & Andrews Iron & Steel Co. and the Youngstown Sheet & Tube Co., both of Youngstown, Ohio, for the sinking of four mine shafts and the construction of one thousand ovens near Khedive, Greene county. This contract not only means that extensive coking operations are to be started, but also that the proposed Uniontown & Wheeling Short Line railroad is to be built. The new coke works will be located on a branch of this road. The Briar Hill Co. recently secured four thousand acres

of coal in Greene and Washington counties from J. V. Thompson of Uniontown. The coal has been tested for coking purposes and is said to be as good as that of the Connellsville region. The cost of the ovens, exclusive of the sinking of the four mine shafts, will be over one million dollars. The company expects to give employment to about twenty-two hundred men, and for their accommodation will, within the next few weeks, begin the construction of a town.

With more than twenty-five million bushels of coal in Pittsburgh harbor and the pools along the upper rivers, New Orleans and the lower Mississippi valley have sent up the usual autumnal cry of the imminence of a coal famine. Appeals have reached Pittsburgh operators within the past week for coal, and in response Capt. G. W. Theiss of the Monongahela River Consolidated Coal & Coke Co., and Capt. John Moren left for southern points. They reached New Orleans yesterday. No coal has been shipped south by river since August. Several tows will leave the harbor soon, a light rising being expected from the Allegheny. There will not be sufficient water to get out much of the product now awaiting shipment, however. A dispatch from Cincinnati over Publishers' Press wires stated that the supply there at present is shorter than it has been for years. No increase in price has yet been made. The large concerns are protected by contracts and the small consumer will be the one to feel the scarcity. Officials of the river coal combine declare that there was no shortage at lower Mississippi points. Captains Theiss and Moren, it was stated, were making the usual fall inspection trip. There had been no advance in prices at New Orleans, it was said, and the supply now in the south would last until well along in December, when the usual rise is expected.

An increase of seven hundred per cent in value in less than seven years is the record of coal lands in Westmoreland county. Eight hundred acres have just been sold for eight hundred dollars an acre for the coal. This is an increase of one hundred per cent a year on the original price of one hundred dollars an acre, or an average increase of one hundred dollars an acre each year. This deal was closed by C. W. Saxman, a large coal land dealer of Latrobe, who represented the owner, the Garnett Coal & Coke Co., of Pittsburgh, and by D. W. Jones, superintendent of the Latrobe Coal Co., representing that company. The Latrobe Co. bought from

the Garnett Co. the eight hundred acres of coal, two hundred and twenty-five acres of surface and the right-of-way for about one mile of railroad to be built from the Pennsylvania. It was one of the largest sales of coal lands ever made in Westmoreland county and is probably the largest in point of value. The principal stockholders of the Garnett Coal & Coke Co. are Dr. W. F. and George B. Funderberg of Greensburg. Mr. Saxman secured the properties comprising the eight hundred-acre coal tract between six and seven years ago from farmers, paying an average price of one hundred dollars an acre. He secured the properties for the Garnett company at that time. This company spent some money in developing the properties, but the amount is of such small consequence that the gain of seven hundred per cent in value in less than seven years remains a fact.

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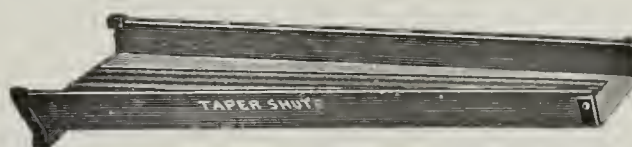
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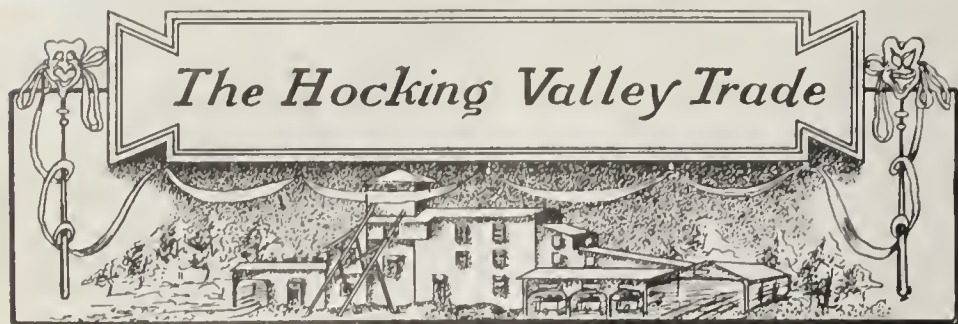
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COLUMBUS, OHIO, Nov. 14.—(Special Correspondence.)—Market conditions are very strong on all grades of coal. The slight tendency toward a reaction at the close of last week, as a result of the warm weather, has been fully restored by a sharp fall in temperature. Some operators and jobbers report that they had begun to feel a little premonition of a giving way in prices in the domestic trade and that it would have been difficult to maintain the circular much longer in the face of continued holding off of anything like winter.

Generally, however, business has been unaffected by a circumstance so trifling compared with the great demand which appears to exist everywhere. It is claimed by most of the concerns that there are plenty of orders to keep things moving under full head until the natural January break, no matter what the weather may be. In view of an anticipated seasonable winter the problem still seems to be how to care for the business that appears to be gathering force, rather than where to find a market.

#### Lake Shipment Small.

Comparatively little coal is now going from this territory to the lakes, in spite of the fact that navigation will still remain open for several weeks. In most instances only about fifty per cent of the desired tonnage has been gotten up, but operators feel called upon to care for their steam trade and domestic demands nearer home. It is felt that with the coal already on the northwest docks there is danger of no immediate distress in that territory and that some means will be found for meeting its further needs.

It being near the season for renewal of yearly contracts, many traveling men who have been idle because their services were superfluous, owing to the inability of companies to fill orders, are now out on missionary work. The prices of last season will prevail, with the exception of coarse slack, which is to be advanced from 45c to 50c. The schedule for other grades of coal on yearly contract are: Domestic lump, \$1.40; three-quarter, \$1.30; run-of-mine, \$1.10; nut, pea and slack, 65c. The outlook for a large volume of this class of business is said to be very flattering.

#### Prices Firm.

It appears to be a settled conviction that prices on current trade will have no further advance, as \$2 coal looks good to the majority of Hocking operators. Premiums are expected to be the rule rather than the exception, however, as soon as a healthy blizzard or two gets busy in the vicinity of Chicago. Steam coals are keeping well up to circular, full prices being realized, it is claimed, on a good proportion of the business. An instance was reported this week of mine-run bringing a small premium over the quotation of \$1.65. Some operators have withdrawn slack from their circular, being unable to accept any more orders than those for which they already have contracts. Nut, pea and slack is quoted at \$1.10 and coarse slack at 85c.

#### Car Famine Same.

The car famine remains at about the same stage, on an average, ranging from thirty to forty per cent of the

demand. The only line on which any improvement is reported is the Norfolk & Western. One prominent local concern operating in West Virginia reports a supply of sixty per cent and over, with promises of even better conditions. Some relief is expected by Hocking Valley operators through the raise of the per diem charges from 25c to 50c, although the sentiment is that it should have been made higher.

Some large steam consumers are assuming an independent attitude with respect to the market by reason of having a large quantity of storage coal left over from the recent strike, and are buying only when they receive what they consider an exceptional offer. With nut, pea and slack selling at \$1.10 they are bidding 85c.

#### Retail Trade Active.

The past week has witnessed a considerable replenishing of stocks on the part of local retail dealers. Non-air cars have been available for that purpose in greater quantities, on account of the easing up of the lake trade, and the inability of the coal roads to get such cars accepted at junction points. Any danger of Columbus suffering a coal famine, a condition that appeared imminent a few weeks ago, is now passed. The weather has been favorable for business, and the prices of \$3.50 and \$3.75 for Hocking and West Virginia lump are being maintained. Prospects of further advance, unless forced by a new circular at the mines, are remote.

Negotiations are about completed whereby the Monongahela River Consolidated Coal & Coke Co. will take over all the holdings of the Jutte coal interests on the Ohio and Mississippi rivers between Louisville and New Orleans, and all the steamers and several hundred barges now being operated by the latter. When consummated the merger will leave the Monongahela company in undisputed control of the river coal business throughout the south and the west and give it a monopoly in the profitable and immense business of coaling domestic and foreign vessels in New Orleans harbor. The Jutte coal interests have become somewhat scattered within recent years, the principal properties now being owned and controlled by C. Jutte & Co. and the People's Coal Co. These companies now operate the following steamers between Pittsburgh and New Orleans: The Gleaner, Oakland, Empire, T. M. Pfeil, Charles Jutte, W. C. Jutte and Crescent. These steamers, together with several hundred barges, are included in the pending deal. Aside from these the Jutte interests own a number of permanent and floating docks in river towns between Louisville and New Orleans. The most important of these are two docks at Louisville and a very large one at Philadelphia Point, which is about sixty miles north of New Orleans. A number of important retail yards are also operated by the Jutte interests along the Mississippi river.

#### GENERAL AND PERSONAL NOTES.

M. Dalziel, of Collins, Hahn & Dalziel, Detroit, was in the city this week.

Cincinnati trade is just now cutting some figure in the Hocking field owing to the low stage of the Ohio

river and the shortage of stocks at the Queen City.

H. J. Haywood, of W. A. Gosline, Toledo, was in town early in the week.

Robert West, of the Leeper, West & Terry Co., Toledo, was in the city on Tuesday.

C. B. Granby, of A. Y. Malcomson, Detroit, was among Columbus visitors this week.

Harry E. Loomis, of the National Coal Co., Akron, Ohio, was in Columbus on Monday.

W. J. Hamilton, of the Hamilton Coal Co., spent several days of last week in West Virginia.

J. L. Hull, of Anderson, Ind., was one of the week's out-of-town callers at local coal headquarters.

W. A. Gipson, of Upper Sandusky, treasurer of the Ohio Wholesale and Retail Coal Dealers' association, was here on Wednesday.

President John S. Winders, of the Sunday Creek Co., is spending a week or two at Mt. Clemens, Mich., recuperating from a recent illness.

The hearing in the receivership of the Northwest mine, at Corning, Ohio, which was to have been heard at New Lexington, on the 12th inst., has been postponed to an open date.

Frank Caster, who was to have been electrocuted next Friday night for killing a policeman while the former was burglarizing the house of Horace Chapman, president of the Chapman Coal Co., about a year ago, in this city, has been granted a reprieve until January.

John Nugent, formerly president of the Ohio United Mine Workers, was receiving the congratulations of his old friends during a visit here last week, on his election to the state legislature of West Virginia. For several years past Mr. Nugent has been at the head of the miners' organization in the latter state. He is being prominently mentioned for speaker of the house.

It is announced that the Ralston Steel Car Co., of Columbus, will commence work within a few days on an order for 1,000 drop bottom coal cars placed with them by the Hocking Valley railway some months ago. After the contract is under way it is expected that seventy-five cars a week will be delivered. The Ralston company has just completed orders for 500 cars each for the Ohio Central and the Kanawha & Michigan lines.

The Sunday Creek Co. is remodeling and rearranging its offices in the Outlook building. The quarters now occupied by Vice-President Heiner will be thrown into one large apartment and fitted up in a handsome manner for a directors' board meeting room. The company now occupies two entire floors or about forty rooms for its general offices, and in addition maintains offices in nine different cities throughout the country.

A number of prominent coal men from over the state were in the city on Wednesday, in answer to subpoenas, or as interested spectators, on the occasion of the hearing of the demurrage case before the Ohio railway commission. The action grows out of a ruling put into effect by the railroads some months ago reducing the time for the free unloading of cars from ninety-six to forty-eight hours. The interference of the commission was invoked by the Ohio Shippers' association to have the rule rescinded, and both parties to the controversy have been busy taking depositions and gathering statistics. The retail coal dealers throughout the state have been particularly prominent in their protests against this curtailment of a time-honored privilege, and have probably been affected in a financial way to a greater degree than any other class of shippers. It is felt that the delay in bringing the matter to a hearing, though mutually agreed upon, has been favorable to

the railroads. Some sentiment exists on this side of the argument among large coal consumers, and it is an effective argument in the present state of car shortage that a greater amount of equipment would be tied up should there be a return to the old system.

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## Kanawha and Ohio Fuel Co.

Miners and Shippers of

## COAL and COKE

Kanawha Split and Gas,  
New River Smokeless Coal

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Crushed Coke

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Mine 31. —Shafer Mine

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COLUMBUS, OHIO



# THE BLACK DIAMOND

VOL. 37. No 21. ★★★

CHICAGO  
CINCINNATI

NOVEMBER 21, 1906.

NEW YORK  
PITTSBURG

\$3.00 PER YEAR.

## General Review of the Markets.

THE coal trade this week is described by an upward trend of prices, a firm demand and everyone too busy to find fault with attendant conditions. It is the opinion of some sales agents that business this year will assume greater proportions than ever before. A large number of contractors are compelled to go into the open market for coal. The demand for domestic sizes in general has not been as brisk this week as last, owing to the mild weather. The prices of coke continue to increase and it is almost impossible to secure any of the cannel product. It is anticipated that very little change will take place in earnest until we have a continuous spell of severe cold weather.

### Transportation Situation.

The supply of cars in every section of the country has not perceptibly increased during the week. The station agents of the railroads are using every possible means of having all cars loaded to their full capacity and dispatched with the greatest possible promptness. There is a great rush of business to gulf ports and points on the Atlantic seaboard, also at lake points which tends to mitigate the car supply inland. It is expected that some relief will take place at the close of navigation. When winter's storms take place they will greatly retard the velocity of the freight cars, which are already remarkably slow and it may be expected that freight congestion will assume proportions this year far greater than ever before experienced.

The Pennsylvania railroad is figuring on placing an order for fourteen thousand freight cars. During the past year this company has ordered about thirty-six thousand cars and it is reported from some sources that the service on the Pennsylvania will in the near future be superior to most other lines.

### Anthracite Market Firm.

The demand for anthracite coal during the past week has somewhat abated, due to the semi-coolness of the weather. Throughout the west there is a great scarcity of nut coal, but in the east there is a shortage of chestnut and some other domestic sizes. The large shortage of anthracite at lake ports will make rail business during the winter very strong, and owing to the excessive car shortage retailers will have great difficulty in securing prompt shipments on orders. The demand for anthracite in the country is so great that dealers are willing to accept it in any kind of a car. Much difficulty is experienced by sales agents in not being able to re-consign cars directly from connections to dealers, owing to the rulings of many of the roads which will not permit rolling stock to go to foreign lines. The large forty to fifty ton hopper cars also are a great hindrance in filling many orders, since most retailers have not sufficient facilities at their yards for unloading the large cars. When the small tonnage cars are specified it often is impossible to fill the order for several weeks.

### Bituminous Coals Strong.

The bituminous market is characterized by a strong demand for steam sizes. Domestic lump and egg are scarce at many points, and it is almost impossible to secure sufficient splint coal to fill rush orders. Prices have advanced twenty-five cents during the week on Winifrede splint and Jackson Hill lump and cannel coals, principally on account of the car shortage in the mining regions. Youghiogheny coals are also very short and there is some difficulty in securing an ample supply of domestic sizes of the smokeless product.

The demand for coal in many cases, of the western states, has perceptibly increased during the past week. Many retailers' stocks are becoming depleted and it is anticipated that the demand will greatly increase in the next few days. Many of the bituminous mines are producing principally mine run, thus reducing the amount of screenings. This has tended to make the screening market more firm. On the whole the bituminous market is in a good healthy condition and the supply is just about equal to the demand.

### Condition of the Eastern Markets.

The markets throughout New England and the middle Atlantic states report that there is an active demand for domestic sizes, together with a shortage in chestnut coal. All rail business is active. The amount of orders

duplicated on the books of sales agents is growing greater as the car shortage develops. Yet it is not believed that there is a great amount of cancellation up to the present time. The retail trade is brisk, but not quite so active as last week. All the Lehigh grades of hard coal are scarce and stocks on these coals are reduced as compared with former years. Some sales agents anticipate that before the winter is over there will be a shortage on chestnut and stove coal.

The Atlantic seaboard bituminous trade continues to show a strong tone. There is great difficulty in securing sufficient vessels to carry the product to distributing points along the coast. Export trade is not notably active, owing to the high tariff rates and the lack of vessels. The general scarcity of labor at the mines tends to affect to some degree the supply of coal, although the lack of transportation facilities would not make it possible to carry much more coal to market than is being produced at the present time, even though there was sufficient labor to mine it. Shoal water business will be characterized by a good business until ice making time. Trade along the sound is reported to be active, which also characterizes the condition in New York harbor. The Baltimore market is in good condition. Many sales agents claim they are having much trouble to keep up with contracts and are not hunting for new business.

Coke is very short and there is a considerable increase in the consumption of steam sizes of anthracite. The tidewater movement is large and the demand for southern delivery is more active than last week. The slow release of vessels at the various ports is the cause of much complaint. This is no doubt one of the factors causing the recent advance in vessel rates.

The coal trade in West Virginia is described by a firm demand for gas and steam coals with an increasing preference for the larger sizes. The demand for smokeless coals is firm. Several new mining developments are reported and the demand for coal throughout the southern states is constantly increasing. There is also a scarcity of chestnut coal in the Buffalo market. Lake shipments for the week show no appreciable change and every effort is being made to send up the lakes the largest possible amount of coal before the close of navigation. On account of the excessive car shortage the bituminous product coming in to the Buffalo market is not more than fifty per cent of the normal tonnage. Pittsburg made the southern coal states sit up and take notice when the recent rise in the rivers permitted the starting of fifty million bushels of coal on barges.

### Western Markets Active.

The various grades of coal short in the western markets this week are practically the same as last week. Jackson Hill lump is somewhat more scarce and the price has been advanced twenty-five cents. It is almost impossible to get any Kentucky coal at all as far north as Chicago market. Cannel is also very scarce and one operator claims he has not had a car this month. The demand for domestic sizes of both anthracite and bituminous is firm and there is a great shortage of nut, especially in the western districts. The shortage of cars and embargoes have greatly mitigated the supply of coal coming into the Louisville market. Washouts on some of the southern lines also have retarded shipments and dealers are clamoring for immediate delivery of coal to supply the urgent demands of their patrons.

"May weather" has predominated in the Cincinnati market this week and coal dealers could have little hope of an increased demand as long as the ladies on the streets are in shirt waists and men assert that overcoats are a positive burden. There is a great shortage of steam sizes in Indiana, and many of the manufacturers in the gas belt have become so disgusted with the failure of the railroads to deliver coal promptly that they are talking of moving to some other section of the country where the fuel problem will not prove such a large handicap. In the Kansas City district there is much interest shown in the consumption of natural gas, some being skeptical regarding its efficiency. There is a continued scarcity of coal in the Tennessee markets, caused principally by the lack of cars. Many of the mines have advanced the price twenty-five cents a ton, but it is anticipated that the recent rise of the rivers will relieve coal shortage to some extent.





Office of THE BLACK DIAMOND,  
CHICAGO, Nov. 23.

The usual answer to the question: "What is the state of the market this week" brings the prompt reply: "Trying to get coal enough to fill orders—not accepting any new business excepting at prices current at time of delivery." There is a perceptible increase in the demand for domestic sizes throughout the country districts. The demand in western territory is especially strong and many operators and sales agents claim that they are receiving at the present time more orders from the west than at any time. This may indicate that the coal states Colorado and Wyoming are falling down in supplying the usual amount of coal demanded for western consumption. The characteristics of the week are somewhat indicated by the description of the mail of sales agents and operators, which is said to consist mostly of complaints and urgent requests for immediate shipments of coal. Most of the salesmen have been called in and more attention is being given to the filling of back orders than to securing new business. The mild and semi-cool weather during the past week has caused prices to remain about the same. The stocks in retailers' yards are becoming rapidly depleted owing to the growing demand of the past few weeks and the small supply of coal which has been received. It is anticipated that as soon as severe and continuous cold weather becomes a reality that the clamor for coal will exceed the highest expectations of the most sanguine profits.

#### State of Market.

The strongest points of the market this week are Jackson Hill, which has advanced twenty-five cents, Winifrede splint coal, which is now selling at \$4.25 f. o. b. Chicago, an advance of twenty-five cents over last week, and cannel coal, which is extremely scarce and also subject to an advance of twenty-five cents. All domestic sizes are strong and steam coal is in heavy demand. Youghiogheny is very scarce and it has been stated that the Youghiogheny region is short at least 100,000 cars. No doubt this is an exaggeration, but it is a proven fact that very little of this coal can be purchased at any price owing to the lack of supply. The weakest point of the market is on screenings, which have been sold, it is claimed, as low as ten and fifteen cents, f. o. b. the mine, and smokeless mine-run, a quantity of which in excess of demand has tended to make the market weak. Hocking coal is only firm and if cold weather does not come in the near future it is anticipated that the market will grow weaker. On the whole the prices are firm and the market stable.

The transportation situation is about the same as last week. The conditions in West Virginia are no doubt more strained than any time this year owing to the refusal of connecting lines with roads in the splint district to receive non-airs. The supply of cars in Illinois and Indiana is about the same as was reported last week, although there may be a small change for the better. Transportation facilities in Ohio are somewhat improved. Throughout Pennsylvania the service is extremely poor, which also describes the situation in Kentucky.

#### Anthracite Market Strong.

The chief characteristic of the anthracite market this week is the great scarcity of nut coal. About seventy-five per cent of the demand for anthracite coal in the country and fifty per cent in the city is for nut. Since

the mines, in sizing the coal, produced only from thirty to thirty-five per cent of nut, it is obvious that there is a good reason for the shortage of this grade. The demand for egg, stove and grate is firm, but most sales agents are in a position to make comparatively prompt shipments on these sizes. The amount of dock coal in storage is over 200,000 tons short of last year at this time. This shortage has been increased by the loss of over 50,000 tons at the recent Calumet dock fire. In passing it should be noted that one of the Reading docks is undergoing repairs and up to date no coal has been stored, yet there is a large consignment in transit which will be utilized in the near future. Very little coal is coming up the lakes at this time and many sales agents believe that navigation will close with a large shortage of dock coal as compared with the usual supply. Dealers who have been fortunate enough to get in a good supply of coal will congratulate themselves as soon as severe cold weather predominates.

#### Illinois Coals in Firm Demand.

FRANKLIN county coal continues firm. The car shortage is practically the same as last week. Mine-run is quoted at \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago; egg and four-inch lump, \$2.25 f. o. b. the mine or \$3.25 f. o. b. Chicago; the demand is firm on domestic sizes.

THIRD VEIN and Spring Valley coals are characterized by a constantly increasing demand. The prices remain the same this week as last though it is anticipated as soon as cold weather becomes a reality they will be advanced fifty cents. The Chicago, Burlington & Quincy service is somewhat improved. There is a notable increase in demand for washed screenings. Third Vein chunks, f. o. b. the mine, are worth \$2.50, or \$3.00 f. o. b. Chicago; standard lump, \$2.40 f. o. b. the mine, or \$2.90 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mine, or \$2.10 f. o. b. Chicago; washed nut, \$2.40 f. o. b. the mine, or \$2.90 f. o. b. Chicago; egg coal, \$2.40 f. o. b. the mine, or \$2.90 f. o. b. Chicago, with a firm demand.

DU QUOIN operators report that the market is increasing in demand and the car supply is about the same as last week. No. 1 nut is worth at the mines \$1.20 or \$2.10 f. o. b. Chicago; six-inch egg and lump, \$1.45 f. o. b. the mine, or \$2.35 f. o. b. Chicago, with the market firm; mine-run, \$1.10 f. o. b. the mine, or \$2.00 f. o. b. Chicago, fair demand.

WILMINGTON coal is described by practically the same conditions as characterized the market last week. The car situation has not improved and operators and selling agents are not in a position to make prompt delivery on back orders. Wilmington lump is quoted at \$2.50 f. o. b. the mine, or \$3.00 f. o. b. Chicago, with a firm demand.

SPRINGFIELD operators claim that the mines are running five days a week and the car supply has somewhat improved. The demand for screenings is fair and some state that the market is strong, which is the chief characteristic of Springfield coals this week. Most of the mines are only producing mine-run, which, of course, mitigates the supply of screenings, making the demand greater. Screenings this week have been selling and thirty five cents f. o. b. the mine, or \$1.10 f. o. b. Chicago; mine-run, \$1.05 f. o. b. the mine, or \$1.80 f. o. b. Chicago, market firm; nut coal, \$1.10 f. o. b. the mine, or \$1.85 f. o. b. Chicago, firm market; egg, \$1.35 at the mine, or \$2.10 f. o. b. Chicago, firm demand; six-inch lump, \$1.50 f. o. b. the mine, or \$2.25 f. o. b. Chicago, market firm; inch-and-a-quarter lump, same prices as quoted for egg coal, with a strong demand.

CARTERVILLE coal on all leading sizes received an advance of twenty-five cents November tenth. Car shortage has not perceptibly improved. There is an increasing demand for domestic sizes throughout the country. Mine-run is quoted at \$1.25 f. o. b. the mine, or \$2.25 f. o. b. Chicago, market firm; six-inch egg and lump, \$2.00 f. o. b. the mine, or \$3.00 f. o. b. Chicago, strong demand; No. 1 washed egg, \$2.50 f. o. b. the mine, or \$3.50 f. o. b. Chicago, market strong.

#### Indiana Coals Continue Firm.

CLINTON coal this week is characterized by a very firm demand. Transportation facilities are inadequate, which has so mitigated the supply that orders are being accepted only at prices ruling at the time of shipment. Mine No. 3, of the Clinton Coal Co., began operation during the past week. This new mine, when in full operation, will produce an average of seventeen hundred tons a day. Mine-run is quoted at \$1.25 f. o. b. the mine, or \$1.90 f. o. b. Chicago, market firm; four-inch lump, \$1.75 f. o. b. the mine, or \$2.40 f. o. b. Chicago, firm demand; inch-and-a-quarter lump, f. o. b. the mine, \$1.50, or \$2.20 f. o. b. Chicago; screenings, 45@50c f. o. b. the mine, or \$1.15@1.20 f. o. b. Chicago, market firm.

SULLIVAN and Greene county coals have not changed in demand during the past week. The supply coming into this market has not notably changed, therefore prices remain practically the same as quoted in our last issue: mine run, \$1.25 f. o. b. the mine, or \$2.05 f. o. b. Chicago; egg and lump, \$1.70 f. o. b. the mine, or \$2.50 f. o. b. Chicago; inch-and-a-quarter lump, \$1.50 f. o. b. the mine, or \$2.30 f. o. b. Chicago, with a strong demand.

BRAZIL BLOCK operators claim that they are receiving only about fifty per cent normal output. New business is not being accepted with any definite promise of delivery. Only enough coal is being received to supply contracts. Prices are practically the same as last week; open cars, f. o. b. the mine, \$2.40, or \$3.20 f. o. b. Chicago; box cars, ten cents additional.

#### Ohio Coals Strong.

JACKSON HILL operators advanced the price twenty-five cents this week. Car shortage has not improved and, if anything, is worse than last week. Prices maintaining are: \$2.75 f. o. b. the mine, or \$4.40 f. o. b. Chicago, very strong demand. Box cars, ten cents addition to above prices.

PITTSBURG NUMBER EIGHT is characterized by a very strong country demand. Comparatively little coal is coming into this market, owing to the excessive car shortage. Inch-and-a-quarter lump is worth \$1.75 f. o. b. the mine, or \$3.40 f. o. b. Chicago.

HOCKING operators and sales agents report that they are receiving only about one-third normal. The car situation has not changed since last week and the demand for domestic sizes is firm, but somewhat weak for mine-run. Prices maintaining are: \$2.00@2.10 f. o. b. the mine, or \$3.65@3.75 f. o. b. Chicago for inch-and-a-quarter lump, with a firm demand. It is reported that some hopper cars have sold below circular during the past week, but on the whole, the market is firm at circular prices.

#### Pennsylvania Coal Strong.

YOUGHIOGHENY operators assert that they are one hundred thousand cars short when back orders at all of the four hundred or more mines are considered. It is the general opinion of sales agents that if one hundred thousand cars were to be shipped out to the trade, there would be some difficulty in placing them promptly, but very little



Youghiogheny is coming into this market and the demand is very strong. Prices maintaining on nut are: \$1.50 f. o. b. the mine, or \$3.40 f. o. b. Chicago; three-quarter-inch lump, \$1.75@1.85 f. o. b. the mine or \$3.55@3.65 f. o. b. Chicago.

#### West Virginia Market Strong.

NEW RIVER COAL THIS WEEK is characterized by a strong demand. Selling agents report that a large amount of coal is being substituted for New River at lower prices, which has tended to weaken the market. There is a great scarcity of cars, which has tended to produce a falling off of production equaling nearly seventy-five per cent. Standard New River mine-run, \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago; egg and lump, \$2.25 f. o. b. the mine, or \$4.30 f. o. b. Chicago, market firm.

POCAHONTAS coal is in good demand, mine-run selling at \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago, market firm; egg and lump has been bringing \$2.25@2.40 f. o. b. the mine, or \$4.30@4.45 f. o. b. Chicago. The market is strong on account of the increased demand from the country. The car shortage is not as acute as it was last week, although the improvement is not worthy of comment.

FAIRMONT coal is bringing about the same this week as last. Operators and selling agents are in a position to take care of contracts and are not accepting new business unless it is understood that the price is current at the time of delivery. Three-quarter-inch lump at the mines is quoted at \$1.50@1.60 or \$3.40@3.50 f. o. b. Chicago. The mines are operating about one-third time.

KANAWHA lump is in strong demand. There is a falling off of practically seventy-five per cent on shipments, owing to embargoes and excessive car shortage in the Kanawha regions. Three-quarter-inch lump, f. o. b. the mines, \$1.65@1.75 or \$3.55@3.65 f. o. b. Chicago; inch-and-a-half lump, \$1.75@2.00 f. o. b. the mine, or \$3.65@3.90 f. o. b. Chicago, with a strong market.

#### Kentucky Coal Very Short.

Consumers who have contracted for Kentucky coal are going to selling agents in the open market to secure sufficient quantities to carry them along. The car shortage in the Kentucky field is excessive and very little coal is coming into this market. Prices maintaining are those current at the time of shipment. This grade of coal is worth \$4.25 f. o. b. Chicago this week, with a very strong demand.

Western selling agents are having great difficulty in securing sufficient coke to supply contracts, to say nothing of the current demand. The excessive car shortage at coking regions greatly mitigates the supply of the product coming into this market, and this, together with the large consumption of coke adjacent to the ovens, greatly augments the scarcity. Connellsville foundry coke during the week has sold as high as \$6.90; Wise county, Virginia, \$6.50; West Virginia foundry coke, \$6.25; West Virginia furnace coke, \$5.90; by-product foundry coke, \$6.00@6.25; by-product domestic coke, \$5.25@5.50.

#### Cannel Coal Scarce.

Operators and selling agents for Cannel are experiencing great difficulty in securing sufficient quantities of this product to fill rush orders. Prices maintaining are those current at the time of shipment. Prices this week are: \$3.25 f. o. b. the mine, or \$4.40 f. o. b. Chicago. Mines are operating only about fifteen or twenty per cent of the time, owing to the inadequate car supply. One operator claims he has not had a car of Cannel this month. Others assert that they are one hundred cars behind orders and are not promising delivery before the first of December on new orders.

## Market Conditions and Gossip from Cincinnati.

CINCINNATI, OHIO, November 21.—(*Special Correspondence*).—White shirtwaists seemed to be the prevailing style of dress among the ladies on the streets of Cincinnati today, and among the men, overcoats were considered a positive burden. The air was as balmy as spring, open windows was the rule in offices, and a person who might have been suddenly dropped down in Cincinnati and asked what season of the year it is, would have most likely replied, "It is May." With this kind of weather conditions it is not wonderful that there should be a certain amount of weakness in the general market. The only wonder is that there is not a general slump. On the contrary, the majority of large concerns visited reported that they could not see that the present weather has had any effect upon their trade, except, of course, the retail dealers of the city, say that the warm weather has greatly cut down their business.

The event of greatest importance in the local market, is the news from headwaters that there is a general rise in the Ohio river, and that many millions of bushels of coal have been started for the southern markets, including Cincinnati. In olden times, the news of a large shipment of coal from Pittsburg meant invariably that prices would follow the advent of the heavy receipts here. This condition has passed away, thanks to various consolidations and better business methods, and the prediction is made here that the coming of large amounts of Pittsburg coal, along with a smaller amount of Kanawha river coal now on its way here, will not affect prices more than a half a cent to a cent a bushel. It will be recalled that river coal had been quite scarce, and had been selling at what might now be termed a fancy price for coal afloat. The amount of coal on its way down the river has been variously estimated at from 10,000,000 to 12,000,000 bushels; but of course not nearly all of this vast amount of fuel will find its way into the Cincinnati market. It used to be the rule of the old steamboatmen that one-third of all the coal brought down the river was for Cincinnati; but of late years no one can form any idea of the distribution, because the "combine" now stops a large amount, or a small amount here, just as its own requirements seem to indicate what is best at the time. Sometimes large amounts of fuel are stored here in the various harbors, and before anybody seems to be aware of it, most of it has been taken to other markets farther down the river. Of late years Cincinnati has become more and more a distributing point for the various cities lying along the Ohio and Mississippi rivers. Added to the amount of coal now on its way from Pittsburg, are probably two million to three million five hundred thousand bushels from the Kanawha river, almost all of which will be stopped and consumed here. It will not be surprising, if a survey of the coal afloat in the Cincinnati harbor next week

would show five million bushels. And while it is now too early to predict what the settled price on river coal will be in a few days, it is more than likely that many invoices will show eight cents a bushel for standard lump, and five and one-half to six cents a bushel, or even more, for nut and slack.

As indicated in the beginning of this report, all concerns visited this week did not report poor business, but the most of them said that they could really see no change in the market. Without exception, the sellers of smokeless coal reported the market strong at \$2.25 a ton for lump, \$1.35 for run-of-mine, and \$1.05 for smokeless nut and slack f. o. b. the mines in both the Pocahontas and the New River districts. A common quotation on splint lump is \$2.25 a ton at the mines, while block coal and other coarse lump is worth \$2.50 and even more at the mines. Splint run-of-mine is worth \$1.35 and \$1.40 a ton at the mines, while nut and slack is quoted at from 75 cents to \$1 at the mines. There is absolutely no improvement in the car service at any point. The unprecedented shortage of cars is the first thing mentioned and the most important feature of the market at this time, and there is no likelihood of any improvement until after the winter season is over and the demand for coal ceases to be acute.

The great demand for steel for all kinds of construction work is having a direct effect upon the coke market, and is forcing prices higher and higher. Furnace coke is now as scarce as it can be at \$3.50 a ton at the ovens in the New River field, while foundry coke is in good demand at \$4@4.50 a ton at the ovens. The scarcity of box cars is still a greater factor in the coke business.

Added to the other drawbacks of the Cincinnati coal business, the Big Four and the C. H. & D. railroads have this week placed an embargo on coal for shipment west and north on account of local congestion of other freight, and it may be a week or more before the railroads can handle coal to points where coal is badly needed. The Pennsylvania is still open, and considerable coal is going out over that road.

#### NEWS NOTES AND PERSONALS.

F. A. Fitzgerald, representing Hull & Co., Chicago, made a pleasant call Monday at the Cincinnati office of THE BLACK DIAMOND.

H. R. Mather, manager of the Cincinnati office of Castner, Curran & Bullitt, went to Roanoke, Va., on Monday of this week, on business of his company.

E. P. Merrill, superintendent of the United States Coal & Oils Co.'s mines at Holden, W. Va., and president of the Island Creek Fuel Co., spent several days in Cincinnati this week on business.

R. S. McVeigh, western manager of the Island Creek Coal Sales Co., was among a party of

officials which spent part of last week at the mines of the United States Coal & Oil Co., at Holden, W. Va.

A telegram from Lexington, Ky., reports that coal dealers there have boosted the price of coal to \$5.25 a ton on account of the unusual scarcity there. The prediction is made that prices will be still higher.

G. O. Morrison, formerly well known in the Cincinnati coal trade, but now a resident of Chicago, was here this week mingling among his many friends and acquaintances.

In the matter of indictments of the Marmet Coal Co., and the Lohrgrig Coal Co., charging that they were in a conspiracy in restraint of trade, Judge Murphy Saturday granted a motion to quash the indictments.

Edwin Marmet, vice-president and general manager of the Marmet Coal Co., accompanied by James McDonald, assistant general manager of the company, spent several days in and about Pittsburg the latter part of last week.

J. E. Davis, president of the Island Creek Coal Sales Co., with headquarters in New York, was a Cincinnati business visitor during the week. He had been on a tour of inspection of his company's mines at Holden, W. Va., and had also visited the great new coal tipple at Huntington, W. Va.

Dr. Charles A. R. Reed, a wealthy physician of this city, has been spending much of his time lately in an effort to make Cincinnati a smokier city. He has made the discovery that Cincinnati is smokier than the "Smoky City," Pittsburg. He has brought back with him from his trips of observation, an instrument with which to measure smoke. It is proposed by him to measure the density of smoke coming out the various chimneys of this city, and use the results in prosecutions to be made against the persons or concerns making the smoke.

The conference between the local receivers and shippers of freight and the representatives of the various railroads looking toward a revision and reduction of the switching rates on coal in and around Cincinnati, failed to agree, and the conference adjourned without accomplishing its object. This means that the coal men will push to final conclusion the complaints lodged with the State Railroad Commission charging certain of the railroads with discrimination and overcharging on switching coal in the city limits. It is now probable that the matter will reach the courts. There is a law in Ohio naming maximum switching rates, and the coal men claim that the railroads pay no attention to this law.



## Kentucky Coal Trade.

LOUISVILLE, KY., November 21.—(*Special Correspondence*)—During the past week warm weather prevailing through Kentucky, Tennessee and the south, had the effect of slackening the demand for domestic coal, but washouts on the railroads retarded shipments to such an extent, that the clamor for coal, by the dealers, shows little diminution. The situation in Louisville has been relieved by the announcement that two million bushels are coming from Pittsburg. This announcement was very welcome in view of the fact that there is less than ten days' visible supply of coal in this market. However, there is little likelihood that the price of rail coals will suffer in the slightest as many of the interior towns of Kentucky are practically bare of coal.

The shortage of cars on the Louisville & Nashville has grown considerably worse during the past week, and embargoes have been placed against all but two of the smaller southern railroads to whose points the Louisville & Nashville has published through rates. These two remaining roads, which can receive Louisville & Nashville coal, are the Atlantic & West Point and the Georgia Railroad, and unless they return cars promptly the transportation department will decline further shipments to these roads, and no Louisville & Nashville cars will be allowed to go south of Atlanta. At present the road is declining cars for shipment south of Knoxville, owing to the damage to the new Etowah-Cartersville branch by the floods. This road will be closed for repairs probably for several days.

During the past week the good citizens of Falmouth, Kentucky, seeing impressive exhibits of coal passing north to Cincinnati and other big and arrogant cities, with not a car dropped on to their switches, organized for new and original purposes. They held a meeting and pledged themselves to sidetrack and confiscate coal cars bound for northern points and elected an official to take charge of them, weigh out the coal, collect for it and turn the proceeds over to the railroad agent. To date, there are no reports of confiscation, but various operators have notified the three coal-less dealers in Falmouth that they will ship them coal immediately at the market price, if they wish to act in good faith. Dozens of other Kentucky towns have no coal supply at all.

The retail prices in Louisville are maintained as follows:

First and Second Pool Pittsburg, \$4.00 per load; Fourth Pool and Pellico, \$3.75; Western Kentucky lump, \$3.25. Small quantities of Indiana coal over the Louisville & Nashville and Western Kentucky over the L. H. & St. L., have been coming in and occasional small shipments over the C. & O. Cars are about equally scarce on all lines.

### KENTUCKY COAL TRADE NOTES.

Both Lexington and Bowling Green were entirely out of coal during the past week, and many other small Kentucky towns were in the same plight.

The spur track to the plant of the Rossland Coal Co., near Gray's, Kentucky, has been laid and coal will be loaded as soon as the tippie is completed.

Mr. James C. Layne Jr., Assistant Manager of the Virginia & Kentucky Coal Sales Co., Cincinnati, Ohio, spent several days in Louisville the past week.

The Louisville & Nashville is now publishing a rate into Chattanooga of \$1.15 per ton for the Jellico district, and \$1.25 from the Kentucky mines further north.

C. W. Wood, secretary of the Pittsburgh Coal Co., who was stricken with paralysis at the mines two weeks ago, is undergoing treatment in the Jewish Hospital and the doctor's report is that his chances of recovery are brighter.

Hywell Davies, head of the Main Mountain Jellico Coal Co., was in Knoxville last week. Mr. Davies says that his mines at Kenesee are getting about two-thirds of their car require-

ments. His lump coal is bringing \$3.75 f. o. b. mines.

G. W. Curvin, the well-known Laurel Co. operator, is considering opening up three hundred and twenty acres of land, which he controls two miles north of Lily. It is claimed that the coal is equal in quality to the original Lily coal, and that this land is safely beyond the zone of disturbance, which has made practically all operations in the Lily field hazardous and unprofitable.

The Atlantic, Birmingham & Atlanta Railway Company is erecting a number of coal chutes at Brunswick, Ga. The chutes will stand forty feet above water and will extend into the channel for two hundred and twenty feet. Twenty cars will be supplied with coal at the same time when the chutes are completed.

F. F. Sneed, of Sneed & Meguire, has spent the past week in Laurel and Knox counties. His firm bought the output of the New Altamont Coal Co., and the greater part of the output of the new Lynn Camp Coal Co., in addition to the mine of Perry Cole on the old Pea-

cock Coal Co.'s property near Pittsburg, and a number of small mines through that section.

Capt. S. F. Rock, secretary, treasurer and manager of the Lynn Camp Coal Co., has been seriously ill for the past two weeks at the camp near Rossland, Kentucky. He is reported to be improved. President S. H. Hedrick has been at the mines during his illness and Mr. Douglas Faulkner, assistant to Captain Rock, has been actively in charge. The Lynn Camp Co. hopes to be loading coal within ten days. The plant, installed by Captain Rock, is one of the finest in Kentucky.

Charles Bohmer, of Robb & Bohmer, local representatives of the Monongahela Consolidated Coal & Coke Co., Charles Crush, of the Union and the Pacific Coal Co.'s and Louis Newman, of Newman & Frankel, were among the local coal men, who were heard by the grand jury during the past week in the course of its investigation in regard to an alleged illegal coal combine. This investigation was conducted by Assistant Commonwealth's Attorney Lorraine Mix, at the instance of Alderman W. W. Barnes. The latter recently attracted some attention by calling for a municipal coal yard for Louisville, which Mayor Barth declared to be about as practical as the operation of a municipal grocery.

## West Virginia Mining News.

WHEELING, W. VA., November 21.—(*Special Correspondence*)—There is practically no change in the situation over last week. Demand continues equally firm for gas and steam coals, with preference for the larger sizes. The demand for smokeless is strong, as usual. Prices all along the line are inviting, but the first consideration is to get the coal on cars for delivery, and that problem seems good to last for weeks yet. No promise for speedy delivery can be made by shippers, since they are compelled to take their chances for cars. It is prevailing opinion that prices will not go up higher.

### Complaint From Tidewater Shippers.

Operators in the New River and Kanawha Valleys, think they suffer when they want to ship coal to the Atlantic seaboard. In other words, they assert that they can ship a greater percentage of coal west with equal or less effort in getting cars, and there are some operators who are disposed to say there is a reason for this in the alleged interest of the Pennsylvania road which wants to develop the seaboard trade to the fullest for mines in that state. Whatever the cause, the fact remains that shipments west are more expeditious day in and day out. President Stevens, of the C. & O., is forced to hold almost weekly conferences with the operators and at the last, he stated that the prospects for furnishing an improved supply of cars were very bright.

### State Seeks to Restrain Operation.

The West Virginia state mining department has applied for an injunction to restrain the Powama Coal & Coke Co., in Mercer county, from operating. The grounds alleged are that the company was not complying with the mining laws and that operation was at the risk of the lives of the employees. This is the first action taken along this line, and it springs from the agitation aroused by the numerous mine disasters in the last eighteen months. It is notable that this action was taken by District Inspector Warner, who is a newly appointed official. He talks of other corresponding cases where similar action is to be taken, unless the safeguards provided for are more closely followed. A temporary injunction has been granted against the Powama concern.

### Some New Mining Developments.

A new mine will soon be opened up by the Fairmont Coal Co., about twelve miles from Clarksburg, which will be essentially a modern plant. All the machinery will be electrical

and there will not be a horse or mule about the place, in that being a novelty in that section. C. S. Riggs, the company's superintendent of construction, believes the mine will be ready for operation in March.

Work is progressing on a new railroad bridge across the Tug river which will connect with the tippie of the Slick Coal Co., at Welch. The tippie will be completed in a few weeks and railroad shipments will commence about the beginning of the new year.

The Ethel Co., of Logan, will be shipping within a month, according to C. A. Devinney, the general manager.

### FIELD NOTES AND PERSONAL MENTION.

L. O. Macdaniel, treasurer of the Big Sandy Coal & Coke, has made a trip from Syracuse, N. Y., to discuss executive details with the operating force.

P. E. Gallagher, of the C. & O. Coal Sales Agency, at Thurmond, has just published an interesting and instructive map of the New River coal field territory.

Lee Ott, who has just been appointed general superintendent of the Davis Coal & Coke, was formerly superintendent of mines, owned by the same interests along the Western Maryland, or Wabash line. He has worked his way up from the pick.

R. S. Jones, chief train dispatcher for the Coal & Coke, at Elkins, is dead. He was with this company a year, having formerly been general agent for the Baltimore & Ohio, at Huntington. He was well and favorably known to coal shippers.

W. H. Woody, manager of the Edgewater Coal & Coke Co., of Childress, Kentucky, has been back in McDowell county, and reports that the new concern, in which West Virginia capital is almost exclusively interested, will be ready to ship before Christmas.

The O'Gara Coal Co., of Chicago, is said to be dickering for the purchase of the Empire mines at Bellaire, Belmont County, Ohio, just about opposite Wheeling. The property includes three mines with a good trade and considerable acreage fronting on the Ohio river.

Fire this week destroyed the tippie and oil house of the Fairmont Coal Co.'s mine at Middleton, entailing a loss that will be about \$10,000. The origin is not known, and it took hard work to save other buildings. The tippie was an unusually good one. The company, a few weeks ago, lost a good river bridge by an accident in which the loss was nearly as much, but its ability to secure temporary facilities does not affect its average output.



# The Coal Trade in Indiana.

INDIANAPOLIS, IND., November 22.—(*Special Correspondence*).—As the direct result of the failure of the coal carrying roads of Indiana to work in harmony together, a serious fuel famine is imminent among the manufacturers of Indianapolis and several of the larger gas belt cities. Secretary Riley, of the Indiana Railway Commission, corroborated the statement of the dealers and operators when he said today that many large industries in the gas belt have less than a week's run of fuel on hand right now.

"The situation is very discouraging," said Secretary Riley. "The railroad commission is doing all it can to relieve the situation, but it is a difficult task. The trouble, so far as we are concerned, is, that the commission does not have as much power as it should. Under certain circumstances it can force one road to accept business from another, but it is powerless to raise one road's embargo against another. We understand here that there is an embargo against the Big Four at Terre Haute, but we don't know much about it. The commission, however, is doing what it can to better conditions."

President Kolsem, of the Indiana Operators' Association, said here today that the operators having mines along the E. & T. H. roads are forbidden now by that company to sell any coal to consumers on the Big Four routes. The E. & T. H. has placed an embargo against the Big Four that it is rigidly enforcing.

Mr. Kolsem said that his company could get its coal to Chicago over the C. & E. I. from Terre Haute. The operators along the E. & T. M. are doing fairly well under the circumstances, as they can find a ready market, they say, for their coal at Chicago, but they have to cut out their customers here and in the gas belt, which is the most important coal market in Indiana outside of Indianapolis.

The operators along the Southern Indiana are said to be in still worse shape than those along the E. & T. H., as they can't get any coal into the gas belt or this city over the Big Four and none into Chicago until after the E. & T. H. takes care of its own business. Some Greene and Sullivan county coal is coming to Indianapolis now over the I. & V., but the jobbers here say that after it does arrive the roads are so overloaded with other kinds of business that they haven't the terminal facilities to look after them properly.

The situation here, according to the dealers, was never worse. The Big Four is not bringing much coal to this city because of the embargo of the E. & T. H., and the Southern Indiana. The operators along these lines based their contracts on the Big Four rate, which is ten cents less a ton than the Vandalia. The latter road is prepared to handle a reasonable amount of coal delivered at Terre Haute for Indianapolis, but the operators can't ship contract coal over it without losing money.

It was stated by Secretary Riley, of the railroad commission, that the cause of the embargo against the Big Four is that it won't return the cars of the E. & T. H. and the Southern Indiana as promptly as they demand. The representatives of the E. & T. H. insist that the Big Four has not returned several hundred of its cars, while the Southern Indiana claims to have positive evidence that the Big Four, after delivering the coal in the Southern Indiana cars, turned the cars over to some of its shippers to be sent elsewhere. The E. & T. H. and the Southern Indiana say that it is impossible for them to handle their business unless they can get their cars promptly.

These matters have been laid before the railroad commission which has taken them up with the Big Four. The officials of the latter have entered a general denial of the charges and have replied that they are doing the best they can.

In the meantime the big consumers of Indiana are on the verge of a famine. The word received at the railway commission headquarters is to the effect that some of the manufacturers in the gas belt have become so disgusted that they are determined to seek new locations where the fuel problem will not be such a nightmare. Unless the railroads reach an agreement within a few days it is certain that several of the largest industries in Indiana will have to close down until they can get sufficient fuel to run their plants.

The manufacturers have joined the railroad commissioners and the members of the coal trade in an appeal to the railroad companies for relief, but there is no relief in sight. But few mines in Indiana are being run over half time and many not that much a week. Labor as well as capital is suffering.

Prices are steady at the mines and among the dealers, but there is not as much free coal as there is a market for. The operators are also having trouble to fill their contracts. The demand is good and there is no complaint at the prevailing prices, but the lack of transportation facilities is proving a serious handicap to the business.

According to information given out this afternoon at the headquarters of the United Mine Workers of America, the differences that threat-

ened to cause a serious division in the organization at the last national war conference, have been settled.

Vice-President Thomas L. Lewis will not oppose the re-election of President Mitchell, although he was nominated for the position. All others nominated for president have withdrawn in Mitchell's favor, so he will have a clear field.

Lewis will have no opposition for vice-president and W. B. Wilson will be elected secretary-treasurer again by acclamation. A referendum vote will be taken among the members of the organization on the candidates for national offices.

Several candidates have been nominated for the credentials and auditing committees. A call has been issued for the national convention of the miners here January 15. Owing to the fact that the present wage scale continues in force for two years, none of the operators will be here for the miners' meeting, which will be given to consideration of matters pertaining only to the organization itself.

## Missouri River Coal Trade.

KANSAS CITY, Mo., November 20.—(*Special Correspondence*).—The coal business in the southwestern district continues to thrive and a winter that began well bids fair to end just as well. Prices still remain steady at the same old notch, but the conditions warrant an increase and it probably will be made. At present the only thing that is preventing a raise is a feeling that such a move would cause a great wave of public disapproval. Wholesale dealers continue to declare that they are getting more orders than they can handle and are disposing of just as much coal as they can prevail upon the railroads to move. Only the scant supply of cars prevents them from doing a business unprecedented in this district. The only complaints heard among the retail dealers is that they cannot obtain a great enough supply from the wholesalers to satisfy the demand of their trade. Consumers of retail coal cannot obtain large supplies from dealers because the latter will not sell more than a ton or two at a time. This is not because they are not willing to accept the orders, but because they have not enough coal on hand to supply a great number of large orders.

These conditions are prevalent in Kansas City in spite of the fact that the company, which has contracted to supply the city with natural gas, has been very busy in the last two months piping the city, preparatory to turning on gas from the Kansas fields. The city has been divided off into districts by the gas company and it is the company's aim to supply a district at a time. That is to say that just as soon as the piping of one district is finished the gas will be turned on in that district and so on. The piping of the first district was finished Sunday and the gas was turned on Monday. However, many residents are a little skeptical regarding the efficiency of natural gas and a great number will continue to burn coal and gas in their furnaces and stoves throughout this winter at least.

An advance copy of the report of the state coal mine inspector, R. S. Thomas, who lives in Bevier, Mo., has just been received in this city. It shows that the coal production for 1905 reached the high water mark in Missouri's output of coal. The total tonnage of the year amounted to 4,381,596. The total tonnage for the previous year was 4,241,912. There was received for the output of 1905, \$7,147,665. This was an increase of \$144,587 over 1904.

The record made for the year by the largest coal producing counties of Missouri was as follows: Macon, 817,093 tons; Adair, 708,338; Lafayette, 705,812; Randolph, 544,118; Ray, 226,339; Vernon, 206,772; Platte, 205,535; Barton, 196,175; Bates, 178,246; Henry 132,619. There were eleven accidents which caused death and thirty-six injuries. On this point the report says:

"The results of the work of the year 1905 are gratifying in that they show the smallest number of fatalities, the number of tons of coal mined considered, so far experienced in the coal mining history of the state."

The report says that electricity is used in the mining in Barton, Grundy, Lafayette, Macon, Randolph and Ray counties.

The attorneys for Mrs. Mary A. J. Devlin filed suit yesterday in the circuit court against the trustees in bankruptcy of the estate of Charles J. Devlin, asking for her dower interests or one-third of the property situated in Missouri. It is similar to the suits that have been filed in Kansas and Illinois. The estate in Missouri contains considerable real estate in Kansas City, and the Marcelline Coal Co. in Marcelline, and coal lands in Linn county.

The secretary of the Southwestern Coal Operators' Association has just issued a circular, showing comparison of the coal business done in this district this year and that of last year. Increases are shown in Kansas and Arkansas and decreases in Missouri and the Indian Territory. The net increase in the entire district, however, was 2,889 tons. The circular also shows that in September 18,746 more tons were mined than in August. The comparison follows:

States.	1905.	1906.	Increase.	Decrease.
Missouri	249,761	240,123	.....	9,638
Kansas	405,358	422,508	17,150	.....
Arkansas	160,208	176,545	16,337	.....
Indian Ter.	181,479	160,519	.....	20,960
Totals	996,806	999,695	33,487	30,593
Net inches	.....2,889 tons.			
Total tons mined in August, 1906	.....980,949			
Total tons mined in September, 1906	.....999,695			
Increase, tons	.....18,746			

It is interesting to note that the Retail Coal Dealers' Association in this city is achieving success in its campaign against dealers who sell short weights. J. M. Thompson, a special officer, employed by the association, arrested two dealers the other day and each was fined \$100 in police court.

The Wyandotte Gas Co. notified heavy consumers of gas in Kansas City, Kas., today that their gas supply would be shut off today and to prepare to use coal or other fuel indefinitely. The pipe lines of the Kansas Natural Gas Co. are inadequate to supply the increased consumption of gas since it has turned on in Kansas City, Mo. Among the users affected are the Swift Packing Co., the American Dressed Beef & Provision Co., Fowler Packing Co., and the Metropolitan Street Railway Co.

Local coal operators are receiving reports from the south that the crude oil which for awhile practically drove coal out of the market there is being replaced again by the coal.

It is stated that considerable quantities of coal are being taken in Texas now from the McAlester mines, of Indian Territory to replace oil which has been getting scarcer and in some instances almost impossible to obtain in North Texas. The Southern Pacific railroad has been the largest user of Texas oil. Several users of oil in Dallas, Texas, have recently written to Muskogee and Tulsa making inquiries concerning the probability of obtaining their supply from the Oklahoma field.

But on the other hand, the Kansas City manufacturing houses which have drawn a large part of their coal from this district have commenced to use crude oil instead.

The Armour Packing Co. at Kansas City has contracted with the Standard to furnish enough



oil to run its plant, about eight hundred barrels a day. A little oil has been used there for some time, but Armour had a coal mine contract that kept oil out until recently. The Cudahy Packing

Co. uses 475 barrels of oil a day. The Fowler and Nels-Morris plants are using natural gas resulting in slack coal being almost a drug on the market.

## The Detroit Coal Trade.

DETROIT, MICH., Nov. 21.—(*Special Correspondence*).—No material change from last week is noticeable in the coal market in this city. The car situation continues to be very unsatisfactory and there is no likelihood of improvement in the near future. It was reported here yesterday that, last Saturday the Pittsburg district in Pennsylvania did not have a single car available at the mines. The natural result of all this is that the market continues strong with prices about the same as last week. Prices on Hocking seem to be settled, with the lump size bringing two dollars. Nut, pea and slack is quoted at ninety cents, and slack at seventy-five cents. Shippers are asking ninety cents for Pittsburg No. 8 slack. In fact fine coal shows considerable strength compared with last week's prices. There is practically no coarse coal on track and very little fine coal. Added to the shortage of equipment is the poor switching service. There is so much general merchandise on the tracks, that when a car of coal does finally reach this point, several days often elapse before it is delivered.

### Warm Weather Helps a Little.

Fortunately for all concerned, and especially for the consumers the warm weather that has prevailed during the past week has eased the situation considerably. As an evidence of what the coal men of this city are up against it is only necessary to cite an instance where one hundred cars of Cambridge three-quarters was contracted for and the mine operators guaranteed shipment. Not a ton of the coal has reached its destination, though the time has expired long ago.

The only two grades that have gone up in price since last week are Jackson Hill, which now sells for two dollars and seventy-five cents, and West Virginia splint, which has undergone an advance of twenty-five cents, that is to two dollars and

twenty-five cents. It was reported here that Chicago buyers offered two dollars a ton at Pittsburg for three-quarters gas coal and that in all probability Pittsburg slack would soon go to one dollar and twenty-five cents.

Nor is the situation improved any by the action of many consumers in ordering more coal than their daily needs call for. They are beginning to get very anxious, for their stocks are getting low. So far, however, no reports of actual exhaustion of supplies, except in some places out in the state, have been received.

### PERSONAL NOTES.

C. J. Andrews, representative of the Sunday Creek Co., has gone to Ohio for a few days.

C. B. Grandy, general manager of A. Y. Malcomson Co., has bought a new four-cylinder automobile.

Thomas L. Cole, representing Burton, Beidler & Phillips, of Cleveland, was a visitor in Detroit Tuesday.

W. H. Warner, of Cleveland, spent a few hours last week in this city looking after his new interests here.

W. R. Field, of Columbus, Ohio, representing the New Pittsburgh Co., spent a few days in this city this week.

Fred W. Minton, sales agent of the Philadelphia & Reading Coal Co., is out in the state this week, not to drum up trade, but to quiet the clamors for coal, so it is said. The anthracite situation is very bad owing to the scarcity of box cars, and chestnut coal is getting scarce in some of the smaller towns. Dealers who are out of their supplies are buying of the more fortunate ones and paying a small bonus.

new company will do a retail business for the present.

Since the reorganization of the Mountlake Coal Co., at Chattanooga, the office has been removed to the offices of the Ross-Mehan Foundry Co. there, and Charles L. Hall has been succeeded as secretary and treasurer by P. A. Brawner. George W. Nixon continues in active control of the management of the mines.

The Tennessee Gem Coal Co., has lately been incorporated with \$30,000 capital stock to develop coal lands north of the Tennessee river in the region of Walden's Ridge and Chattanooga. Among the leading spirits in the new company are Judge L. U. Davis and Colonel G. H. Holliday, of Knoxville, Tennessee. The company is now doing some work on coal properties and considers building a tramroad to connect with Chattanooga.

### A Car Shortage Miracle.

The Spring Valley Coal Co. has just received from the Consolidated Fuel Co., of Fremont, Neb., another order for a full train load of coal, making the fourth train-load order from this one firm in the past four weeks.

The first order was for twenty cars, and was received by the Spring Valley Coal Co., on October twenty-sixth; the coal was loaded the next day and left Spring Valley in a solid train October twenty-eighth, arriving in Fremont, Neb., at four o'clock p. m., October twenty-ninth.

The second order was for thirty cars, and was received Tuesday morning, November thirteenth. The thirty cars left Spring Valley in a solid train at 3.30 p. m., the same day, and arrived in Fremont, Thursday, November fifteenth, at 2.30 p. m.

The third order was for twenty-five cars, and was received November nineteenth. The twenty-five cars were ready for shipment at 3.30 p. m., November twenty-first, and left Spring Valley at midnight.

The fourth train-load order has just been received and will be filled early next week.

In addition to the above, the Spring Valley Coal Co. has received an order from the Brown Coal Co., of Sioux City, Iowa, for a train load of thirty cars. This will also go forward within a few days.

## The Tennessee Coal Trade.

NASHVILLE, TENN., November 20.—(*Special Correspondence*).—A continued scarcity of coal in the markets and consuming points, brought about principally by a lack of cars and augmented by the washouts along many traffic lines this week, is the situation that the coal users and dealers are having to face. Reports from Memphis indicate that the situation there has been somewhat relieved by the receiving of coal by river. The weather has not been cold enough in Nashville for a coal famine to exist, but the shortage in fuel is pronounced. The mines have made advances of about twenty-five cents on coal. The dealers here, who generally do not touch upon their reserve coal before the first of the year, have already sold from it. Aside from the scarcity of cars, the absence of sufficient day laborers for loading at the mines is a factor in the present situation.

### Advances in the Southeast.

Atlanta retailers have made advances from \$5.75 to \$6.00 per ton and other southeastern cities have made similar advance. The regular winter price on hard or anthracite coal will remain unchanged.

### NOTES AROUND NASHVILLE.

Harry Anderson, of John D. Anderson & Co., coal merchants, at Nashville, is spending some time in the west.

C. S. McManus, until recently general superintendent of the Southern Railway, with offices at Washington, D. C., has been appointed president of the Fork Ridge, Wiona and Sterling Coal Co.'s among the largest mines in the Middlesborough district. Each of the mines is controlled by different interests.

The car shortage in this section will be relieved to some extent on the Nashville, Chattanooga & St. Louis Railway, which penetrates some of the coal producing districts of East Tennessee and which has its executive offices here. This road is getting a great deal of new equipment delivered now from the American Car & Foundry Co., at Memphis, and the Nashville shops are turning out coal cars at the rate of sixty-five per month.

The Board of Prison Commissioners of Tennessee, under authority vested in the board by legislative act, has voted to purchase fifteen thousand acres of additional coal lands for the state for a consideration of one hundred and sixty-five thousand dollars. The lands are located in Warren, Bledsoe, Van Buren and Sequatchie counties. The tract is a part of the estate of the late H. L. W. Hill, of Warren County, Tennessee. The Sewanee vein of coal is exposed in several places. The N. C. & St. L. R. R., has agreed to build a track to the same from some point in the Sequatchie Valley. It is possible that there may be some litigation before the sale is finally passed upon by Governor Cox. Certain real estate men claim that they could have sold the same lands for eight dollars per acre, or forty-five thousand dollars less than the price recommended in the report of the commission.

### New Companies.

The Phoenix Coal Co., backed by Chattanooga parties, has applied for a charter as a firm. The new company has a capital stock of \$10,000. It has authority to mine coal. Frank O. Retig, of Chattanooga; P. H. Leffiteau, who operates a retail coal yard in Chattanooga, and others are the incorporators. The

### The Southern Railway Coal-ing Station.

Engineers for the Southern Railway are constructing a coaling station at Asheville, North Carolina, which is the first of its kind in that country in several respects, one of them being that it is constructed throughout of concrete reinforced with corrugated steel bars.

The structure is sixty-four feet in length, forty feet in width and eighty-five feet six inches in height and has, on the west side, a receiving hopper fifteen by eighteen feet. The total capacity is about one thousand tons of coal, and in addition the structure has a sand-storage room capable of containing one hundred tons of wet sand and fifteen tons of dry sand.

A track runs to the receiving bin to unload the coal there, and from this bin the fuel is taken up an elevator shaft by buckets operated along an endless chain to the large storage bin which will contain one thousand tons of the fuel. The loading capacity is about one hundred tons per hour, the elevator being driven by a powerful alternating-current electric motor. A five horse power Westinghouse motor also operates the air compressor. Ten tons of sand per hour can be automatically loaded on the sand elevator, which is driven from the drive shaft of the coal elevator.

Two tracks have been constructed under the coaling station, so that when it is desired to coal an engine, it is only necessary to lower the coal chute, and by the pressure of a lever allow the coal to run down, a tender being loaded in this manner in a very short time.

The station is equipped with ten-ton suspension scales, fitted with plus and minus beams and automatic registering device, so that coal may be weighed as taken on the engine.





## Western General and Personal Notes.

Morris Williams, president of the Susquehanna Coal Co., was in Chicago this week on a business trip.

William H. Hockaday, with Jewett, Bigelow & Brooks, Detroit, Michigan, spent several days this week in Chicago.

E. S. Van Sant, of the Globe Coal Co., Old Colony Building, Chicago, made a recent business trip to Columbus in the interest of the company.

C. W. Poysell, manager of wholesale sales for the Marmet Coal Co., Cincinnati, Ohio, was calling on his friends in the Chicago trade this week.

A coal palace built of all the various kinds of coal found in the United States will be a striking architectural feature of the Jamestown exposition.

H. A. Hausgen has opened an office at 550 Watson building, Chicago. Mr. Hausgen's specialty is making reports of coal mine and railroad properties.

W. L. McCauley, secretary W. B. Stone, Old Colony Building, Chicago, is making a business trip through Wisconsin in the interest of the company this week.

Otto Reese, formerly with the Busse Coal Co., is now connected with the sales department of the Crescent Coal & Mining Co., 303 Dearborn street, Chicago.

D. E. Regan, president, and John F. Murphy, secretary and treasurer, of the D. E. Regan Coal Co., Terre Haute, Ind., spent the latter part of the week in Chicago.

W. S. Ridgely, general manager Christian County Coal Co., Taylorville, Ill., was in Chicago this week. He reports that the car supply has not improved and that his mine is operating about half time.

T. J. O'Gara, of the O'Gara Coal Co., Marquette Building, Chicago, has been spending several weeks at Hot Springs, Ark. He hopes to leave in the southern regions an unwelcome attack of rheumatism and he is expected to return to Chicago on Monday.

William L. Gordon, Jr., has been appointed general manager at the mines of the Zeigler Coal Co., with headquarters at Zeigler, Illinois. Mr. Gordon has been general manager of the St. Bernard Mining Co., at Earlington, Ky., and will undoubtedly prove a good man for the Zeigler Coal Co.

The Chicago, Burlington & Quincy railroad is putting in a switch at Zeigler, Ill., which will connect their line with the mine of the Zeigler Coal Co. Morton Otis, general sales agent of the Zeigler Coal Co., states that they will be shipping coal via the Burlington December first.

The Slagel Salt Co., has purchased the coal and salt property of the Hope Salt & Coal Co., Mason, West Virginia. They are installing improved machinery and expect to have the coal and salt plants in operation by February first. They will ship their coal over the Baltimore & Ohio railroad.

To relieve the shortage of coal in the state of Washington, the Pacific Coast Co. has made arrangements for reopening its Tenimo mines, the output of which will be two hundred tons daily.

The coal is to be divided between Seattle and Portland, Ore.

Several sales agents claim that there is a notable increase in the demand for coal in western states. They attribute this increased activity to the lack of production by western mines. Orders from Nebraska and the Dakotas are especially plentiful, and as the season advances, it is anticipated that the amount of business will constantly increase.

Horace Clark, president, Clark Coal & Coke Co., Peoria, Ill., was around visiting with his Dearborn street acquaintances this week. Strange to say, Mr. Clark doesn't talk car shortage. The mines of his company are located on the Iowa Central and as that road hauls an enormous amount of corn for the distilleries, there are plenty of cars for the return trip.

The Howe Scale Co., of Illinois, having outgrown its present quarters at 48 and 50 Lake street, Chicago, is building a new plant at 1315-1323 Wabash avenue. The building will be three stories high, with a concrete foundation and the dimensions will be eighty-seven feet by one hundred and seventy-one feet. Oliver B. Main has been given entire charge of the business of the concern.

John Sterling has been appointed general manager of the Hudson Coal & Mining Co., a new company which has opened offices in the Old Colony building, Chicago. This concern has a mine at Superior, Sullivan County, Ind., on the Chicago & Eastern Illinois Railroad. They are mining the number seven vein and in a short time expect to have their output up to a daily capacity of a thousand tons.

Many of the sales agents during the past week have experienced great difficulty in making dealers throughout the country districts believe that the car situation is so serious that it is impossible to get coal through on rush orders. Many of the retailers think that the sales agents are consigning coal to other parties who are willing to pay more fancy prices. It is claimed that this is not generally the case and that dealers who cancel their orders and place them with other concerns simply delay shipments, because in most cases all orders are shipped according to the time received.

In accordance with a call sent out by the Brown & Brown Coal Co., the Detroit Coal & Coke Co., Van Antwerp Brothers, the Peter Koenig Coal Co., and the Parker Brothers Co., Ltd., all of Detroit, a meeting of Detroit coal dealers was held, a few days ago, at the Fellowship Club to discuss means of stopping the stealing of coal from the cars on the railroad tracks, through which, it is said, the dealers have been losing large amounts of coal. The dealers say that organized gangs of thieves have been committing depredations on their coal in the cars on the tracks and that neither the railroads nor police have been giving them proper protection. Plans were discussed to have this condition remedied, and an organization was effected to look after this and any other matters which may be of mutual benefit to the coal dealers of this city.

Modoc Tandy has appointed the following new skouts for the Order Kokoal: A. A. White, of Merchants' Coal Co.; F. S. Eggleston, with E. B. Townsend and George R. Tay-

lar, of the Lehigh Valley Coal Co., all of Boston, Mass., as associate skouts for Massachusetts to co-operate with W. D. Leeds, James S. Raeburn, president Raeburn-Gardner Coal Co., Washington, D. C., as skout for District of Columbia. O. P. Curran Jr., manager Black Band Coal & Coke Co., Cincinnati, Ohio, as skout for Southern Ohio, vice F. H. Benedict, general sales agent of The Thacker Co., who felt that he was entitled to rest on his laurels for the balance of this year after the immensely successful Koruskation held at Cincinnati, October twenty-seventh. T. R. Morgan, manager the Pocahontas Co., Cincinnati, Ohio, as skout for Eastern Kentucky and J. M. Humphrey of the Big Hill Coal Co., who lives in Louisville as skout for Western Kentucky.

A large deal in Canadian coal lands has just been completed. Two men who are in control of the gigantic movement in Canadian bituminous coal are F. E. Kenaston, of Minneapolis, and O. A. Roberston, of St. Paul. They were in Chicago with their chief manager, Charleton Dixon, and contracts are being awarded and deals for electrical machinery closed, which involve an immediate expenditure of \$2,000,000. The name of the company is the Canadian Western Coal & Coke Co. It owns one hundred square miles of coal lands in southern Alberta already. Part of the property was in a crude state of development when the Twin City men took hold of it, but now the deal has been financed and real development will commence in earnest. The product will be—in fact, is being—shipped at present as far east as Winnipeg and into Montana, Washington and other western states. It is the aim of the owners to eventually secure better railroad rates that will enable them to ship into Minnesota. It is a high grade product and the demand for it for domestic purposes is so great that they can readily dispose of all that they can mine. They will ship all over the northwest in competition with even the Hocking Valley product. Of course it must get into Minnesota in time, and just as soon as the rates are favorable they will be able to take care of the Minnesota trade.

It is learned that negotiations are pending with Hodenpyl, Walbridge & Co. of New York to underwrite the proposed \$5,500,000 issue of Chicago Southern five per cent bonds. A mortgage to secure the proposed issue was filed several days ago. There is now outstanding four million dollars of Chicago Southern notes, and it is the plan of the Walsh interests to exchange new bonds for the outstanding notes and use the proceeds of the remaining \$1,500,000 to complete the railroad system. Of the four million dollars of Chicago Southern notes \$750,000 are in the hands of the clearing house committee, having been placed there last winter as a portion of the security for advances made by the clearing house banks to the creditors of the Walsh institutions when the latter were compelled to go into liquidation. The importance of the present negotiations lies in the fact that their successful termination will enable John R. Walsh and the interests associated with him to become aggressive bidders for the railroad system over which he once ruled with undisputed authority. The new bonds run for thirty years and are redeemable at 102½. They are secured by all of the property of the Chicago Southern railroad from Edgar county, Illinois, to Chicago Heights, including branches. They are guaranteed by the Southern Indiana. The Chicago Southern notes are secured by \$11,000,000 Southern Indiana and \$600,000 Chicago Southern stock.





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WHITE coal is a term applied in France and Italy to glacier streams rising in the Alps and applied to power purposes. Italy's streams and rivers can furnish, it is said, ten million horse power.

THE Pullman Co. claims that a hotel on wheels is not a common carrier. Why is not a train of coal cars a storage plant on wheels, and therefore not subject to the interstate commerce act? Perhaps the term common carrier is a misnomer.

Improving the Waterways.

AMERICA is away behind the times in the matter of water transportation. The older countries have spent millions of dollars on their navigable rivers and developed them to such a point of perfection that they are a tremendous factor in continental commerce. In this country most everything has been left to the railroads, and they have permitted the increased amount of freight to go begging for transportation while freight rates are constantly advancing. Of course we are pleased that freight rates are cheaper here than in any other country, but it is obvious to any rational mind that if the railroads can pay large dividends on stock which is nearly half water, a great reduction of tariffs is still possible. The railroads are said to be capitalized at 13,000 million dollars with 7,000 million dollars water in the stock. This kind of a "waterway" evidently has been greatly improved by the railroad financiers.

The federal government should expend much more money in the improvement of our many rivers. The waterways form a most advantageous method for the transportation of certain classes of commodities. At present Congress is spending about four and one-half per cent of the annual appropriation on commerce, the life blood of the country. During past years the federal government has spent only about 470 million dollars for the improvement of our rivers and lakes, bays and canals. It must be obvious that commerce is not getting its just proportion of the national revenue,

and practically all our revenue comes from commerce. We should spend on the rivers, waterways and improvement of navigation in this country fifty million dollars every year. This would in the near future, improve transportation facilities, lower freight rates through competition and thus augment industry and commerce. Some may say that this is too much. But we are now a 1,000 million dollar country. We see nearly a billion dollars appropriated every year. It is hoped that some of the interest shown in the Panama canal will be reflected back to those who are responsible for the improvement of the interstate waterways.

If waterways were properly developed the rate question would be practically settled in every part of this country because of the state of competition which it would produce on the railroads. The power of the trolley over the railroads in lowering passenger rates is remarkable. It is claimed by experts that water transportation is about one-sixth as expensive as rail, and that if our waterways were well developed they would save shippers one hundred million dollars yearly. Since coal is at least twenty per cent of the amount of freight carried the matter must have the support of the coal men who are now suffering for want of cars.

Railroads Should Pay Demurrage.

THERE IS AN INSTINCT in the human animal which calls out: "Fair play, square deal," or justice in the language of Socrates. Many dealers ordered coal in September. Owing to conditions beyond the operators' control the coal has not yet been delivered. The reason for the delay is car shortage. The shippers' patrons are howling and canceling their orders; but finally the coal comes along. In many cases the cars loaf around from two weeks to two months before they arrive at their destination. At last the dealer gets his coal, not five cars a week as he ordered it, but eight or ten cars in a bunch. He knows that the cars must be unloaded before the time limit expires or he will be charged demurrage. He is not sent the kind of cars ordered nor are they delivered as he specified, for which the shipper is in no way to blame. He endeavors to get them unloaded inside the time limit but fails. The railroad promptly charges him daily car service. He watches the other cars which he has unloaded and finds they are still on the switch. As time goes on he finds that the empties remain on the siding from a week to ten days after they were unloaded before the railroad again puts them in service, yet on the cars which were not unloaded right on the hour defining the time limit he was charged demurrage. The bystander naturally asks, "How much does the railroad allow for delayed shipments." When he is told "nothing," that the average freight car works only one hour out of twenty-four, that it earns an average of \$2.23 an hour, that complaints in re delays are seldom given attention and that shippers are losing thousands of dollars every day by delays in transportation, he naturally joins the chorus with those who cry out in all earnestness: "Oh, justice, where art thou?"

The fact is that there is no justice in the matter at all. The shipper is a hundred times more eligible to demurrage on delayed shipments than the railroad is for any compensation when cars are not unloaded promptly. The dealer is the one who suffers. He loses trade. He is not able to do nearly as much business during the year and delayed shipments greatly affect his income. In the case of the railroad the goods must be transported any way and very little is lost by the delay. In fact it gives a good excuse to constantly advance the tariff. The railroad should be compelled by the state to deliver the goods in a reasonable time or pay the shipper for the damages. The state has given to the railroad a charter specifying privileges of great value. The common carriers monopolize the commerce of the country and therefore should be under the strictest subjection of the state and be compelled to perform their service efficiently. There is no excuse for the railroads not having sufficient facilities to move freight promptly. It can get capital at once by asking the public for it. If it should pay demurrage to shippers for delayed shipments, the railroads would not lose in the end by the custom because there would immediately follow a reorganization of the crude system of handling rolling stock at present, which would tend to speed up the freight cars, enabling the roads to do a much larger business. Under the new law, regulating interstate commerce the large shipper can not make advantageous contracts with the railroads, but since his business brings a greater revenue to the common carriers they will naturally give him the best car service and the small shipper must suffer. If it were easy to prove that discrimination had been practiced then the small shipper could easily collect damages, but it must be remembered that there are so many excuses which the railroad can give that it is almost impossible for the small shipper to find a court which will bring about conviction. It therefore appears that the best solution of the problem is for each state to enact a reciprocal demurrage law making it of interest to the railroad to deliver all shipments with greatest possible dispatch or else be compelled to pay the shipper damages for all delays beyond a reasonable time for transit.



## "Come On and Lift."

The quaint old George Herbert once said that a handful of good deeds was worth more than a bushel of good words. The coal trade needs both; the deeds to promote square dealing, the words to develop the spirit of good fellowship throughout all the representatives of the trade. Integrity is one of the foundation stones of every business or industry. There was a time before chemistry came to the bench of Justice, when many members took particular pains to substitute "a coal just as good" on many orders simply because there was more profit in the transaction. A dealer who would sell himself for such a small price is only a fraction of a man. He lacks integrity, that good old Saxon word which means whole, complete, all that goes to make up the honest captain of industry. His dealings may go on for a time, he may deceive his customers and beat his competitors out of their just share of business, but eventually there will come a time when the trade will find him out and his patrons will get wise to his methods of deception. Constantly living in the fear of being found out he is bound to unfit himself for the vigorous dispatch of his business. As he broods over his secret plans he can not concentrate his mind on the best means for promoting his business.

The coal trade is an organic unity. Every department is dependent upon every other, just like the parts of the body. The man who can not say "we," who thinks big "I," and little "You," should go out in New Mexico or Arizona where people are not so plenty, because the dealer who does not believe in concerted action, who is not willing to "come on and lift," will soon count for little in the coal trade. The whole history of progress is little more than a record of the combined efforts of individuals working for a given aim. One of the most deadly poisons to jealousy, hatred and knocking is frequent association and fellowship. When all the fellows get together they do not seem to be such a bad bunch after all. Association tends to bring out the good qualities which are never seen through an office door. In most cases the higher character of the knocker predominates after the meeting. Usually he is ashamed to continue the practice.

Frequent association is also the most potent factor in the promotion of new ideas relative to the conduct of the coal business. This exchange of thought and opinion develops confidence and the spirit of co-operation. It is said that one out of every eight men you meet belongs to some organization. This simply goes

to show the power of association in this country. Fraternalism has its origin in friendship. No man can live to himself.

In the coal trade the various selling agents, jobbers, dealers, salesmen and operators all are very closely dependent upon each other and must protect each other's interests if the highest good to the industry is to be attained. There is no industry more honorable than the coal business. It forms one of the primary forces of

square deal, without which the highest success is not forthcoming. In this commercial age we often hear the principle, "Business is business." But since so many boodlers and grafters, bank looters and railroad rebaters have been brought to justice the motto is degenerating. Business is the justification of man to his fellows; business is carrying one's share of the world's burden; business is manliness; business is progress for humanity's sake; anything else you call business is a fraud and deceit.

If a man in the coal business can not act honestly, live worthily, then let him starve, "go to heaven," and then begin over again.

The Order Kokoal stands for justice in business dealings. Every member of the trade has his own distinct individuality, his good points and weak characteristics, but all are of the same aim and spirit. Each needs the other. Each member in the industry must be benefited by the same recognition of rights, the same surrender of claims and the same subordination of the individual to the common good of the trade. There is another side of the coal trade which should not be overlooked. Kokoal is doing a tremendous work in developing friendship, a most important feature of the industry. After all, the pleasures of friendship are very dear to the hearts of most of us. To be ostracised by our fellows, to be robbed from the companionship of those with like interests, would cause the severest pain. It is therefore reasonable to postulate that the higher development of the universal brotherhood of all those interested in the coal industry will receive the continued support and enthusiastic endorsement of every representative of the coal business. One of the best methods of developing this feeling of fraternalism is the establishment of the six o'clock p. m. dinner club feature. By this it is suggested that all the Kokoals in the larger cities get together at least once each month for a social half hour going directly from the office to the "Feeding Place," where



"COME ON AND LIFT."

civilization. The three greatest necessities are food, clothes and fuel. Coal is more important than either clothing or food because it is required in the manufacture of the raw materials into the necessities of life. The members of the coal trade are therefore doing an inestimable service for civilization. They should perform their mission in harmony.

The Order Kokoal stands for efficient service to the industry. It is determined to destroy petty jealousies, to eliminate misrepresentations, to cultivate good fellowship, to promote honorable business methods, to encourage the

tables could be reserved and in most cases a separate room engaged. The hour is advantageous and such a meeting would be informal. Participants could be excused at pleasure. Some one should be scheduled to open discussion on some practical topic of general interest to all concerned.

Such a meeting in addition to being a culture help would develop friendship and good will, because a man's good nature, so the ladies say, lies very close to his stomach. Try this plan. "Come On and Lift" now.





## Philadelphia Koruskation of Kokoal.

The first Koruskation of the Order Kokoal was held in the city of Philadelphia, at the Hotel Majestic, corner of Broad street and Girard avenue, on Thursday evening, November fifteenth. The exercises were commenced at six o'clock, and finished in time to be seated at the banquet table by 8:30 p. m. The event was an elaborate affair, splendidly arranged in all its details, and was attended by a large number of prominent coal men. Most of those present, who became members of the order, were from Philadelphia, and represented the largest trade interests in that city. There were also many visitors and members from Washington, New York, and other Pennsylvania cities. The occasion will long be remembered by those present as being one of the most enjoyable entertainments that the Philadelphia trade has seen in a long time. The good fellowship and hearty spirit in which every one entered into the social sentiment of the "new idea" was indicated by the many complimentary and congratulatory letters that have since passed between members, in expressions of gratitude. Charles K. Scull, secretary of the Philadelphia Coal Exchange, said in a letter to the national mazer, C. E. Lester, "That the New York bunch are certainly great and all to the good. We fully appreciate what you did to wake up this old town."

The party were favored with songs during the evening by Joseph A. Kelley and Harry Hannigan. J. M. Creighton found the atmosphere in Philadelphia much colder than at New York early Friday morning, when leaving that city between two locked baggage cars, the first stop being North Philadelphia.

The *Boston Post* says: "I hear that members of the Boston lodge of Ko-Koals are still talking of the 'hit' made by Mr. Charles E. Lester of New York in his speech at their banquet held at Young's Hotel the other night. Mr. Lester interspersed facts and figures and dry 'shop' talk with witticisms and stories that had a ring of originality, and at the close of the session he was warmly congratulated on his ability as an after-dinner speaker."

Following is a list of New York members in attendance at the Philadelphia Koruskation, November fifteenth, 1906:

John W. Rockwell	W. H. Carpenter
R. A. Baxter	F. W. Saward
Grant Emmons	J. M. Creighton
B. A. Lester	E. H. Heminway (of
Charles E. McWilliams	Hartford)
W. F. Armstrong	A. S. McQueen
Thomas J. Howard	Max Voelker
Arthur W. Hillebrand	R. J. Buchholz
W. A. Marshall	C. P. Morrell
Robert W. Griffith	J. D. Van Pelt
E. A. Ward	Charles E. Lester
F. D. Street	D. A. McCaffrey
A. E. Terry	Owen J. McWilliams
A. Ziegler	

The speakers were:

Geo. W. Edmonds, toastmaster.
F. W. Saward
De Los Hull
Charles E. Lester
H. W. Perrin
F. H. Wigton
A. W. Hillebrand
Jas. S. Raeburn of Wash-
ington, and others.

### MEMBERS KORUSKATED.

#### Philadelphians.

Edwin J. Cummings, \*R. Coal, Edwin J. Cummings, 413 North Thirtieth street.  
Luther H. Kellam, Philadelphia Manager R., George B. Newton & Co., 903 North American building.

H. G. Williams, Vice-president Mincs, Geo. W. Bailey Co., 1203 North American building.

W. D. Mason, manager, establishment of A. S. Van Wickle, 902 Pennsylvania building.

G. Wm. Baldi, Coal R., G. Wm. Baldi, 1308 Washington street.

F. Harper Jarden, Coal R., F. W. Jarden & Son, 1215 Callowhill street.

Morris Rufe, Coal R., Morris Rufe, Wester street and R. railroad, Germantown.

Daniel J. Ryan, Coal R., Ryan & Co., 416 North Twelfth street.

A. W. Bitner, Coal R., A. W. Bitner & Co., southwest corner Twelfth street and Washington avenue.

Geo. W. Edmonds, Coal R., Geo. W. Edmonds & Co., Ninth and Morris streets.

Eli Z. Zinn, Coal R., Zinn Bros., York, Pa.

Samuel Rasch, Coal R., Samuel Rasch, Seventeenth and Callowhill streets.

Wm. H. Megee, treasurer and general manager, Megee Coal Mining Co., 135 South Second street.

F. J. Wallis, manager R., Wallis Coal Co., 7 South Fourth street, Harrisburg, Pa.

A. G. Lanners, treasurer R., Mason Coal Co., 801 Arcade building.

F. C. Cortright, president Cortright Coal Co., Mauch Chunk, Pa.

H. K. Cortright, secretary, Cortright Coal Co., Altoona, Pa.

C. C. A. Baldi, Coal R., C. C. A. Baldi Bros. & Co., 1216 Washington avenue.

J. P. Edwards, vice-president R., Robt. Henderson & Co., Pine street wharf.

Samuel B. Crowell, president R., Robt. Henderson & Co., Pine street wharf.

Daniel B. Cunningham, salesman, Maderia Hill & Co., 900 North American building.

James Starr, Maderia Hill & Co., 900 North American building.

Harlow C. Voorhees, salesman, Maderia Hill & Co., 900 North American building.

John Edmonds, general sales agent, Maderia Hill & Co., 900 North American building.

A. K. McKee, Coal R., McKee & Co., 1500 Callowhill street.

Wm. H. Greenfield Jr., Coal R., Wm. H. Greenfield & Co., 2901 American street.

Thos. M. Byrne, Coal W., Thos. M. Byrne, 603 Real Estate Trust building.

M. B. Courtright, president, Commercial Coal Mining Co., 801 Arcade building.

Willard H. Bradford, secretary, Spring Coal Mining Co., 803 Arcade building.

Charles K. Scull, Coal W. and R., Charles K. Scull, 3033 Chestnut street.

W. H. Kneas, Coal R., W. H. Kneas, 367 East Airy street.

O. P. Waldron, salesman, Norristown, Pa., 602 Arcade building.

F. H. Wigton, president, Morrisdale Coal Co., Real Estate Trust building.

Henry H. Smith, secretary and treasurer W., Smith Lineaweaver & Co., 1031 Land Title building.

H. M. Lineaweaver, president, Smith, Lineaweaver & Co., 1031 Land Title building.

H. K. Stauffer, secretary, Allport Coal Mining Co., 32 South Broad street.

T. Mulford Leshner, sales agent, Fairmont Coal Co., 1736 Land Title building.

Walter C. Shiply, Coal R., Walter C. Shiply, Main and Price streets.

Samuel B. Van Dusen, Coal W., Van Dusen Bros. & Co., 1001 Stephen Girard boulevard.

Samuel Young, Coal R., Samuel Young, corner Seventeenth street and Washington avenue.

W. C. Kirk, Coal R., W. C. Kirk & Co., corner Thirtieth and Chestnut streets.

Howard Jones, city sales agent, Consolidation Coal Co., Fairmont Coal Co., Somerset Coal Co., 1736 Land Title building.

Edward Swain, Coal W., Swain Bros., 315 Pennsylvania building.

Frank F. Mathers, Coal R., J. W. Mathers & Sons, corner Tenth street and Washington avenue.

Joseph A. Wenderoth, Coal R., Jos. A. Wenderoth, 1118 Washington avenue.

Thomas J. Kelley, Coal R., Moore, Kelley & Co., 1528 Washington avenue.

James M. Kelly, Coal R., M. Kelley Sons, 4040 Poplar street.

Charles M. Rogers, Coal R., Charles M. Rogers, 1211 Callowhill street.

P. J. McCusker, Coal R., George A. Fisher Coal Co., Tenth and Norris streets.

M. J. McCusker, Coal R., George A. Fisher Coal Co., Tenth and Norris streets.

Jacob M. Bruner, Coal R., Jacob M. Bruner, Thirteenth street and Washington avenue.

Wm. J. Steen, Coal R., Wm. J. Steen & Co., Lehigh and Frankford avenues.

Morris H. Wetherill, Coal W., Morris H. Wetherill, 1210 North American building.

G. G. Smith, assistant manager, Fairmont Coal Co., 1736 Land Title building.

Wm. J. Faux, operator, Logan Coal Co., Harrison building.

Carlton M. Moody, Coal W., Wm. F. Moody & Son, 1119 North American building.

Walter C. Hancock, Coal R., John C. Hancock & Co., Ninth and Masters streets.

E. E. Walling, general sales agent, Peale, Peacock & Kerr, North American building.

Alexander Steen, Coal R., A. Steen & Co., Eleventh street and Allegheny avenue.

Andrew Crawford, Coal R., Andrew Crawford, 1829 North Tenth street.

J. F. Hazard, Coal R., J. F. Hazard, Twenty-sixth and Susquehanna avenue.

Walter E. Grace, salesman, W. R. McTurk & Co., Pennsylvania building.

George Speese, Coal R., Black Diamond Coal Co., 1950 North Ninth street.

Wm. F. Johnson, Coal R., John J. Johnson & Sons, 2001 Washington avenue.

George C. Coughlin, sales agent, Philadelphia & Reading Coal & Iron Co., Reading Terminal.

John M. Rogan, salesman, David E. Williams & Co., Girard Trust building.

H. H. Yearick, Coal R., H. H. Yearick & Son, 1845 North Tenth street.

Frank B. Marriott, Coal R., Marriott Bros., 1333 Washington avenue.

F. W. Kennedy, general sales agent, Vinton Colliery Co., 508 North American building.

James A. Longstreet, salesman, Lehigh Valley Coal Co., 912 Real Estate Trust building.

Thomas W. Ayers, miners, Ayer & Bro., Pennsylvania building.

W. R. Tyler, Coal W., W. R. Tyler & Co., 1110 Land Title building.

H. M. Cramp, manager, The Bituminous Coal Co., Arcade building.

Arthur Kuppinger, sales manager, J. Blair Kennerly, 115 Pennsylvania Square building.

J. E. Kunkel, Coal W., J. E. Kunkel, 1603 Real Estate Trust Co.

James P. Platt, secretary and treasurer, Cresson & Clearfield C. & C. Co., 1115 Pennsylvania Square building.

C. E. Pearson, salesman, J. Blair Kennerly, 1115 Pennsylvania Square building.

Walter P. Brown, with shipper, Charles D. Norton & Co., 219 Stephen Girard building.

Joseph B. Van Dusen Jr., coal shipper, Van Dusen Bros. & Co., 1001 Stephen Girard building.

H. L. H. Hall, Coal W., F. A. Lemon Co., 1209 Stephen Girard building.

W. R. McTurk, Coal W., W. R. McTurk & Co., Pennsylvania building.

C. B. Carmichael, salesman, W. R. McTurk & Co., 314 Pennsylvania building.

F. P. Ryder, coal sales agent, Lehigh Valley Coal Co., Real Estate Trust building.

T. F. Slattery, Coal W., Slattery Bros., 207 Stephen Girard building.

William J. Jennings, Coal R., M. Jennings Sons, 3902 corner Fifth and Washington avenues.

Charles J. Jacobs, manager, Whitney & Kemmerer, 512 Stephen Girard building.

Martin F. Connor, Coal R., Martin F. Connor, Haines street and Pennsylvania Railroad station.

Joseph J. Kelly, salesman, Robert Henderson & Co., Pine street wharf, Schuylkill.

Herbert G. Merrick, secretary, George W. Bailey Co., North American building.

Rutherford M. Perry, Coal W., Crew & Perry, 418 Arcade building.



Charles E. Fernberg, Coal W., Charles E. Fernberg, 1102 Stephen Girard building.

H. H. Breben, Coal W., Lyttel Berry Coal Co., 417 Arcade building.

Howard W. White, Coal W., McCaulley Bros., Trenton & Lehigh avenues.

Samuel A. McCaulley, Coal W., McCaulley Bros., Trenton and Lehigh avenues.

Charles A. Chestnut, Coal W., McCaulley Bros., Trenton and Lehigh avenues.

Lemuel J. McCaulley, Coal W. McCaulley Bros., Trenton and Lehigh avenues.

George W. Caldwell, Coal Dealers, J. Caldwell, estate, Bainbridge street wharf, Schuylkill.

James S. Raeburn, president, Raeburn, Garner Coal Co., 1300 First street, northwest, Washington, D. C.

George A. Garner, secretary and treasurer, Raeburn, Garner Coal Co., 1300 First street, northwest, Washington, D. C.

Samuel A. Dodson, sales agent, Weston, Dodson & Co., Inc., Harrison building, Philadelphia, Pa.

Charles J. Corr, salesman, Hatfield & Hillis, Real Estate Trust building, Philadelphia.

James H. Allport, president, Allport Coal Mining Co., Bondsboro, Pa.

F. C. Drane, president, Industrial Coal Mining Co., Crozer building, Philadelphia, Pa.

A. B. Eldridge, salesman, Ayer Bros., Pennsylvania building, Philadelphia, Pa.

Maurice J. Crean, Coal Dealer, Crean Bros., 180 Porter street, Philadelphia, Pa.

H. W. Perrin, sales agent, Susquehanna Coal Co., Arcade building, Philadelphia, Pa.

\*R.—Retailer.

W.—Wholesaler.

## All Records Broken.

One of the largest coal fleets leaving the local harbor of Pittsburgh in a single day in the history of the trade was that which started Tuesday morning for the south. It was estimated that sixteen million bushels of black diamonds got off, the valuation of which is close to two million dollars. About ten million bushels still remain in the upper pools, which will likely get out on the present rise.

The June rise of last year saw the shipment of twelve million bushels; the December rise carried out fourteen million. The present rise, therefore, will almost double the coal shipment record in the Pittsburgh harbor in two years.

The Clyde, of the United Coal Co., was the first steamer to get away, leaving her moorings at 7 a. m. One hour afterward a fleet of thirty vessels was moving down the stream. In the hurry of preparation a number of accidents occurred, none of which, however, were of a serious nature. Immediately after the first boat got away the news was flashed to New Orleans. The start of this enormous fleet partook somewhat of a march of triumph, as each steamer got under way the remaining boats saluted. Such activity along the river front has not been seen for many years.

The following vessels were started by the Monongahela River Consolidated Coal & Coke Co., who are the heaviest shippers:

Ironsides, twenty-two barges; Josh Cook, five coalboats and seventeen barges; Vallant, twenty-one barges and one boat; Cruiser, seventeen barges; Charlie Brown, twenty coalboats and four barges; Ed Roberts, seventeen boats; Tom Rees, twenty-two barges; Sam Brown, sixteen boats and one model barge; Iron Age, twenty-eight barges; Alice Brown, twenty-six barges and two light boats; Sam Clarke, twenty-eight barges; Exporter, twenty coalboats and three barges; Boaz, seventeen boats and three barges; Jim Moren, fifteen boats and four barges; W. W. O'Neil, seventeen boats and two barges.

Each barge carried about fifteen thousand bushels and each boat about twenty-five thousand bushels. Five of the largest steamers are bound for New Orleans.

The Peoples Coal Co. sent out the W. C. Jutte, P. M. Pfeie, and Crescent, carrying a total of 1,100,000 bushels. The A. R. Budd Co. sent out the Hunter and Reaper, with about 450,000 bushels, and the United Coal Co. sent out the Helen White, Clyde, Diamond and W. H. Flint, with a cargo of over 600,000 bushels.

Word is just received that the W. C. Jutte, owned by the Peoples Coal Co., ran into the

head of Merriman Island, and lost her tow of coal, valued at \$30,000.

The tows leaving today will have the heavy boats back of them, and each barge will contain about twenty-five thousand bushels. The steamers scheduled for leaving today are the Joe B. Williams, J. B. Finley, S. H. Clark, James A. Wood and the Harry Brown. These boats will double up at Louisville, and continue on down the Mississippi to New Orleans.

## A Hustler in the Coal Trade.

Not so very old in the matter of years, at least as gauged by some of the veterans of the trade, yet long on experience, is Mr. G. Richard Gabell, whose appointment as manager of the Baltimore offices of C. W. Hendley & Co., is just announced. A young man and a hustler is Mr. C. W. Hendley, head of the firm, and what is more natural that he should pick out a second such to care for the affairs of his office when he is away from Baltimore.

Mr. Gabell is a Philadelphian by birth, but he has had ten years in the coal business here, and



G. Richard Gabell.

his friends laughingly tell him that a decade has cured him of any suggestion of that characteristic which some have hinted has made Philadelphia famous. There's certainly nothing slow about Mr. Gabell now. By the way, it may be mentioned that he is a graduate of that great coal school here, the Davis Coal & Coke Co. Mr. Hendley graduated that way himself. The Messrs. Hite & Rafetto, with whom Mr. Gabell went to take a position in their Philadelphia office, also, came from the same school. Then, when that firm brought Mr. Gabell here to manage their Baltimore office he took the place of Mr. Henry G. Brown, now the president of the Maryland Coal & Coke Co., who is also a Davis product. Then when the old coal firm of Hendley & Frame dissolved, Mr. Gabell became associated with the new firm of J. Stewart Frame & Co. Now Mr. Hendley has captured him.

## Foreign Freight Rates.

W. W. Battie & Co.'s Coal Trade Freight Rate report for November nineteenth, is as follows:

During the week, a number of steamers were chartered for coal, cotton and other trades, and the majority of the boats that were available for coal for November-December loading have been taken out of the market, which tonnage scarcity causes rates to remain firm at quotations below.

Among the recent fixtures, were the following: Steamer "Earlwood," 1,480 tons register, Philadelphia to Tampico, at \$1.60; steamer "Cameron," 1,929 tons register, same; steamer

"Spithead," 2,993 tons register, Newport News to Havana at \$1.50; steamer "Vlieland," 1,299 tons register, Range-Cardenas at \$1.65, and steamer "St. Helens," 592 tons register, Baltimore to Cardenas at or about \$2.00.

We would quote freight rates by steamer, as follows: \$1.50 to Havana or Matanzas; \$2.00 to Cardenas or Sagua; \$1.60@1.70 to Cienfuegos; \$1.70@1.80 to Daiquiri; \$1.80@1.90 to Santiago; \$1.70@1.80 to Colon; \$1.90@2.00 to Port of Spain, Trinidad; \$2.00 to St. Lucia; \$1.70 to St. Thomas; \$1.90@2.00 to Barbados; \$1.70@1.80 to Kingston; \$1.40@1.50 and p. c. to Curacao; \$2.00 to Guadalupe; \$2.60 to Demerara; \$1.90@2.00 to Bermuda; \$1.60@1.70 to Vera Cruz; \$1.60@1.70 to Tampico; 17@18s to Buenos Ayres; 18@19s to Rosario; 17@18s to Rio; 18@19s to Santos; 12@13s to a direct point in the Mediterranean, not east of the West Coast of Italy, Spain excluded; \$6.50 and discharged to Manila; \$6.75 to Japanese ports.

## Correspondence.

GLEN ROY, OHIO, Nov. 20, 1906.

EDITOR, BLACK DIAMOND:—

I have recently visited the coal field of Southern Illinois situated in Saline and Williamson county. The mines of Saline county along the line of the Illinois Central are mainly owned and operated by the O'Gara Coal Co. The O'Gara people operate twelve mines and are sinking two new shafts. All the mines are shaft openings, ranging in depth from ninety to 525 feet. They are equipped with hoisting engines on the first motion, and are capable of hoisting three millions of tons of coal annually. The vein of coal ranges from four and a half to seven feet in thickness, and is No. 5 of the state series. No. 7 is present in the deeper mines, but is not worked. It lies about a hundred feet above the No. 5, and is about six feet in thickness, overlain with a limestone roof. The O'Gara Coal Co. owns forty thousand acres of coal land.

The seam in the course of development—No. 5—has one of the best roofs I ever met in any coal field. Rooms thirty feet wide are frequently driven up the whole length of their way without a single prop. The general superintendent of the mines, Mr. Harry Thomas, is an old and valued friend of mine, who has risen from a trapper boy in Ohio to his present position. The mines of this company are running well—full time in fact, and there is a demand for miners. If I had to go back to digging coal again for a living I would choose this coal field. The workings are high and dry; the miners are intelligent, and are mainly Americans. Quite a number are farmers who work in the mines during fall and winter and farm in spring and summer. The young men live mainly in Harrisburg—the center of the district. When they return to town after their short working day, and don their "store clothes," they appear on the street dressed in the height of fashion, and look more like the sons of millionaires than horny-handed sons of subterranean toil.

In the adjoining county of Williamson the coal rises to the extraordinary thickness of nine feet, but in most of the mines about eighteen inches of the upper portion of the bed is left for a roof. This is also an extensive field, being next to Sangamon county in point of output I think. The managers of the mines are generally practical miners, who have risen from the pick to their present positions. Because of their former experience as miners they are often preferred for general superintendents, as they thoroughly understand their subterranean employes, and therefore more readily adjust differences which arise over the meaning of sections of the mining laws of the state, and of the obscure sections of the annual joint agreement made and entered into at the joint conventions of miners and operators. The practical miners who are general superintendents are also thorough adepts touching the best methods for the regulation and ventilation of mines.

My recent visit to the mines of Southern Illinois is the first one I have made in fifty-one years. In the fall of 1855 I was digging coal at the old St. John's slope at Du Quoin, in Perry county, then the only shipping mine by rail in Illinois. What a change from those pioneer days. This is essentially an age of commerce and of steam, the foundation of which is our coal mines.

Very truly yours, (Signed) ANDREW ROY.



# Opening Kentucky Coal Fields

The southern portion of the Appalachian coal fields extends from about the center of Alabama northward beyond the counties of southeastern Kentucky, taking in parts of Kentucky, Tennessee, Georgia and Alabama. This field is subdivided into three districts, the Jellico, Chattanooga and Birmingham, each named from its leading shipping point. It is about the first district, or a subdivision of it, that we wish to speak. It is subdivided into three fields, the Jellico, Wartburg and Middlesborough, extending from the Emory river basin in Tennessee to a line just north of the row of counties along the southeastern border of Kentucky.

Men of capital are beginning to learn slowly but surely that there as many and quite as good coal fields in the south as there are in the great state of Pennsylvania. But while the fields north and south were discovered and in a way opened, a great field in the region of the headwaters of the Cumberland river has been greatly neglected. Bordered in on the west by the almost insurmountable Pine mountain, on the east and north by the unbroken chain of the Cumberland and Black mountains, and on the southwest by the Fork mountain, is a valley almost one hundred miles long and from twenty to thirty miles wide, containing many beds of high-grade and well-located coal.

Nestled at the foot of the Cumberland mountains, just below the historic Cumberland gap and in the shadow of the Pinnacle and Hanging Rock, is the little city of Middlesborough, in a level but narrow valley, the center of the

## Middlesborough Coal Field.

To give a historic sketch of this city would be to recount many of the ventures and business transactions of the Americal Association, Incorporated, and of other companies since the beginning of activity in the Middlesborough district in 1889. The Americal Association, Incorporated, was the founder of the city of Middlesborough and a strong pioneer in the Cumberland coal field. They built railroads amounting to about 360 miles, pikes, hotels and dwellings; they loaned money to the town company with which to put in a water works and light plant, the churches and school houses of the city; it was their money that built the handsome Middlesborough hotel, the finest building of the kind between Louisville and Knoxville. They bought and opened up some fifty thousand acres of coal lands. The more they spent, the more they thought they had to spend to keep from losing all, until finally the boom went under and the American Association, Incorporated, had lost millions. During the last few years more conservative men have gotten control and the association is reaping some reward. There are ten or eleven good coal mines on their property which are paying them nicely, and they themselves are operating also. The trouble in the first place was that they built a city and improved all the surrounding country before they opened up the industries upon which they expected the city to depend and to prosper.

## Change for the Better.

Things have been gradually changing for the better for five years. Slowly men of capital realized the great wealth of the Middlesborough district and the counties farther back in the state. One by one coal companies bought or leased land and opened mines. The timber on the holdings of the association and other concerns was worked. Brick factories and steel plants were put in operation. Hotels and stores that were closed in the early '90s were opened; new buildings were erected and old ones put in use. At present Middlesborough is a city of more than five thousand population, the most thriving, most businesslike and wealthiest town of all southeastern Kentucky. It depends absolutely upon the development of the natural resources of its adjacent territory.

The Middlesborough field begins in Campbell county, Tennessee, and extends northward, taking in the southern counties of Kentucky. There are found within its tested boundaries fifty different kinds of coal, about five of which are now being worked successfully all over the field. Some

are workable only in parts of the field, as, for instance, the Mingo seam, which in places is too thin or is split.

In the Log mountain section seven different seams of coal are being worked along Bennett's Fork of Yellow creek. The average thickness is from four to six feet. The partings make the beds much thicker than this in places, as in some mines there are partings from two to four feet thick.

## Black Mountain Districts.

In the Black mountain districts there are fewer workable veins, but the partings are not so great in thickness or extent. In Harlan county the coal is of an almost uniform thickness, four feet, over an area of more than one hundred square miles. Not so much is known about the Black mountain coals in general as about the coals of other sections of the field. This coal is less than four hundred feet above drainage, while the Mingo coal is less than six hundred and fifty feet above drainage.

The following taken from a progressive paper published in the city, is an analysis of coal taken from mines in the Black mountain; the second that of coal from the Log mountain region:

Water .....	1.972
Fixed carbon .....	54.691
Volatile hydrocarbons .....	37.552
Ash .....	4.992
Sulphur .....	.793

Water .....	4.40
Fixed carbon .....	56.60
Volatile hydrocarbons .....	32.80
Ash .....	5.38
Sulphur .....	.82

Although this coal is of the gas coal quality, being alike in composition to the gas coals of Pennsylvania, it is being successfully coked at several places. The largest coke ovens are in the Mingo district, a short distance from Middlesborough, and in the Big Stone Gap coal field, lying to the southeast of the Middlesborough field and like it in many respects.

Coal from the Middlesborough field and from all the newer developments in Bell, Knox, Whitley, Laurel, and Harlan counties and across on the Virginia side is shipped over the Southern railroad to points south and to the seaboard; by the Louisville & Nashville to Louisville, Ky., and Cincinnati and all points north; and by the Louisville & Nashville and Norfolk & Western to points east and northeast and to the seaboard. It can be seen at once that the railroad facilities of the field are very ample.

There is no question that the Middlesborough field and the main coal fields of southeastern Kentucky are merely beginning to be touched upon. In Letcher, Harlan, Pike, Leslie, Knox, Whitley and Bell counties there are fields of almost unknown extent and value which are not yet connected with the lines of railway mentioned above. In places the coal has been opened up and tested and measured. Much of the land in these counties, especially along the larger streams, has been bought or leased. In and around Middlesborough, and along the Cumberland Valley division and the Knoxville division of the Louisville & Nashville new developments and extensions are being made, of which time and space do not permit to speak in this article. It is reasonable to believe that within a short time Kentucky will occupy first place instead of second among the coal states of the south.

## Methods of Prospecting.

The cost of working a given coal area is determined to a large extent by the character of the formation, and is affected by every variation in the pitch of the seam and the condition of the strata immediately overlying and underlying the coal. The profits are closely dependent on the kind and character of impurities existing in the coal itself. It is therefore apparent that the determination of the practical value of a coal area in advance of actual mining is a matter of the greatest importance and worthy of the use of the highest grade of appliances and engineering skill that can be brought to bear on the problem.

There are four commonly known methods of prospecting coal lands, which show the same number of successive steps in the development of the art of obtaining exact knowledge of the commercial value of a given formation. In order of general value, they are as follows:

First, sinking of shafts, or driving of slopes on the coal vein.

Second, drilling test holes with the churn or percussive drill.

Third, drilling core holes with chilled shot or saw-toothed bits.

Fourth, drilling with the diamond core drill, using the double-tube core barrel.

The first method, which consists in exploring the vein by shafts, or other workings, is necessarily slow and prohibitive in cost.

The second is cheap and rapid, but records obtained thereby are necessarily unreliable. The samples taken from holes drilled by this method consist of chopped-up particles representing the contents of the hole, the various strata of which are necessarily more or less intermingled, so that the condition of the coal as to purity, and character of the overlying and underlying strata are mere guesswork.

The third method, that of drilling with chilled shot or saw-toothed bits is an improvement over the second, but leaves much to be desired in the matter of drilling speed and condition of the core. The apparatus does not lend itself to the use of devices by which the core is extracted carefully, and does not operate with the precision and smoothness required to prevent the core from being broken up by vibration.

## The Diamond Drill.

The principle on which this apparatus works is as follows:

The drilling crown, or bit, is faced with black diamonds, or carbon. This bit is placed at the end of a tube or core barrel, which is of peculiar construction. As implied in the name already mentioned, this core barrel consists of two tubes, an inner and an outer member, the inner one being suspended on especially designed ball bearings to make it free of the rotation of the outer tube. The outer tube is made to closely fill the hole and rotates without vibration. Between the inner and outer tubes is a space through which water is forced, which emerges under the bit, carrying away the cuttings. Close to the bit an automatic device is placed which grasps the core when the core barrel is lifted, thus bringing it to the surface. The core barrel is connected to the drill on the surface by the required number of drill rods, made of hollow steel tubing in exact ten-foot lengths, by means of which the depth of the hole at any given time is accurately measured. The bit, core barrel, and rods are rotated by means of a suitable engine, and are fed downwards by hydraulic pressure regulated by finely graduated valves. The hoisting or lowering of the rods is accomplished by means of a derrick, or tripod, carrying a sheave wheel and a rope, which is wound upon the drum forming a part of the drilling machine. The entire apparatus is designed in strict accordance with engineering principles, and every detail of materials and construction in these machines receives the careful attention of the manufacturers. "Built like a watch," was the criticism of a recent purchaser of one of these drills.

The cores are two inches in diameter, a dimension fixed upon after extensive experience. The cores extracted, even in friable formations, are practically complete, showing only a minute loss from abrasion, and are a perfect record of a formation existing at the point drilled. They are placed in suitable cases, and form a permanent record. Vertical sections of the core may be taken for analysis, as required, the remaining portions being preserved.

The method described is equally applicable to prospecting for any other mineral, and is especially desirable when cores are liable to be broken or ground up by the ordinary method.

In addition to the reliability of the records which they secure, diamond drills are also much more rapid than any other coring drill, owing to the small diameter of the hole bored, and the readiness with which the diamond bit penetrates all strata encountered.



# General Coal and Coke News.

## New Enterprises.

The J. H. Leonard Coal Co. has been organized at Kansas City, Mo., with \$50,000 capital stock by J. H. Leonard, Dr. R. H. Lee and others.

The Ohio Iron & Coal Co., Jersey City, N. J., has been incorporated with a capital stock of \$10,000 by H. O. Coughlan, B. S. Mantz and John R. Turner.

The Standard Charcoal Co. has been organized at Boston, Mass., with \$5,000 capital stock, by John J. McCarthy, John J. Higgins, both of Somerville, Mass.

The Farmers Coal Co., Kansas City, Mo., has been incorporated with \$150,000 capital stock. The incorporators are G. B. Beatty, C. A. Snyder and S. W. Kniffin.

The Sunshine Coal Co., Pikeville, Ky., has been incorporated with \$5,000 capital stock. The incorporators are James Hatcher, John C. Ratcliffe and Richard Hatcher.

The Indian Creek Coal & Coke Co. has been organized at Ligonier, Pa., with a capital stock of \$100,000. The incorporators are D. B. Zimman, I. Goods and W. H. Ruppel.

The Lucas Coal, Land & Reservoir Co., Boulder, Colo., has been incorporated with \$400,000 capital stock. The incorporators are J. R. Lucas, J. N. Fields and Oscar E. Keyes.

The J. R. Shanklin Co. has been organized at Columbus, Ohio, by James R. Shanklin, F. R. Clark, Harry P. Kelly, E. W. Cist and G. Gores. The company is capitalized at \$25,000 and will take over the business of J. R. Shanklin & Co.

The Laclede Coal & Coke Co. has been organized at Pikeville, Ky., by E. Williams, Paul W. Scott, H. T. Lovett and Dan C. Russell. The capital stock of the company is \$100,000.

The Cotton Oil & Fuel Co., of Mountain Park, Okla., has been incorporated with a capital stock of \$800,000. The directors of the new company are J. M. Hayes, J. C. Fletcher and T. H. Jones.

The North Fork Cannel Coal Co. has been incorporated at Wilmington, Del., with a capital stock of \$300,000 for the purpose of developing coal lands. The incorporators are of Parkersburg, W. Va.

The United Connellsville Coal & Coke Co., Connellsville, Pa., has been incorporated with a capital stock of \$60,000. The incorporators of the company are F. Rocks, J. R. Bailey and J. H. Hilman.

The Higgins, Callahan & Quinlan Co., Cleveland, Ohio, has been incorporated with a capital stock of \$10,000 by Thomas Callahan, Charles H. Quinlan, H. T. Beidler, J. D. Fackler and Owen N. Wilcox.

The Jewel Coal Co., of Hopkins county, Kentucky, has been incorporated with \$50,000 capital stock. The incorporators are I. Bailey, T. W. Gardiner, C. H. Murphy and W. S. Thompson, all of Madisonville, Ky.

The Midvale Coal Co. has been organized at Terre Haute, Ind., to mine, ship and sell coal. The incorporators of the company are John D. Dobbs, Charles S. Davis and L. Gilchrist, and the capital stock is \$10,000.

The Pando Coal Co., Columbus, Ohio, has been incorporated with a capital stock of \$100,000. The new company will operate in West Virginia fields and is incorporated by H. H. Johnson and others of Columbus, Ohio.

The Marion & Big Muddy Coal Co. has been incorporated at Marion, Ill., to mine and sell coal and coke. The company has a capital stock of \$250,000 and is incorporated by Charles Ranns, Jr., and A. B. McClaren.

Articles of incorporation have been filed at Belmont, N. Y., by the Insular Coal Co., showing a capital stock of \$500,000. The company will

deal in mining, real estate, coal lands, etc., and is incorporated by W. P. Clark, C. H. Brown and H. A. Barney.

The National Fuel Briquetting Co., Camden, N. J., has been organized for the purpose of mining, manufacturing briquettes, etc. The company has a capital stock of \$250,000 and is incorporated by R. G. Buchanan, J. F. Hawker and W. E. Shappell.

## Eastern Notes.

The Dominion Coal Co. is reported as closing down its Dominion No. 6, the Hub, the Irling and International collieries for the winter. This is being done as the St. Lawrence trade is now about over for the year.

The Winifrede Coal Co. has purchased outright the coal lands, mines and other property of the Belmont Coal Co. at Crown Hill, Ohio, the deal making the Winifrede company one of the largest operating concerns of the state.

John Jones, 470 North Main street, Wilkesbarre, Pa., who for forty-two years held responsible positions with the Delaware & Hudson Co., died a few days ago while at work. Mr. Jones is survived by his widow and three sons.

The Pennsylvania Coal Co. will in the near future drive a new slope at its Barnum shaft, near Wilkesbarre, Pa. The slope is to be sunk in such a way that it can be hoisted through the Barnum shaft and prepared for market in the Barnum breakers.

The Dunkleberger Colliery, near Trevorton, Pa., has shipped its first car of coal and expects to make large shipments from now on. The coal was consigned to the president of the company at Cleveland, Ohio, and was shipped over the Pennsylvania railroad.

The Easterly Coal Co., which has been operating the coal shaft at Chenoa, Pa., for some time past, has leased the mine to the miners, who will run it on the co-operative basis. The shaft has been closed down for the past week, but it is understood the miners will take charge within a few days.

All of the collieries of the Reading Coal & Iron Co., in the Shamokin (Pa.) district, were recently thoroughly inspected by General Manager W. J. Richards and a number of other officials of the company. As a result of the inspection it is thought that several of the mines will be fitted with electric equipment.

A campaign is to be started in Schuylkill county, Pa., to compel the large coal operators of that county to pay taxes on their properties in proportion to the taxation on homesteads of the people. Assessments are soon to be revised so that the large tracts of land which have recently sold for \$1,000 per acre, shall no longer be assessed at \$100.

## Western Notes.

Harry Barbera, a miner employed at Stonington, Ill., has brought suit for \$5,000 against the Stonington Coal Co. for injuries said to have been received while at work in the company's mines.

The Hollingsworth Coal Co., Sioux City, Iowa, has opened a new mine a mile and a half south of Valley Junction on the Minneapolis & St. Louis railroad. The mine already has an output of three hundred tons daily.

According to Prof. Frank Adams, of McGill, Canada, there is enough unmined coal in that country to supply the whole world for centuries to come, and this coal varies in quality from bituminous to the finest of anthracite.

The receipts of both anthracite and bituminous coal at Milwaukee, Wis., were heavier during the month of October this year than for the same month for any previous year. Anthracite receipts were 58,748 tons and the bituminous 194,568 tons.

Throughout eastern Oregon the shortage of railway equipment is said to be so great that cars can not even be secured to haul grain and cattle. At present it is claimed that all railways in that state are using their cars for the lumber industry.

The Consumers Fuel & Ice Co. has been organized at Spokane, Wash., with a capital stock of \$100,000 and as soon as a location can be secured bunkers with a capacity of 10,000 tons will be installed. The company is headed by Sam Wittenberg and E. H. Stanton.

The shaft of the LaSalle County Carbon Coal Co., at LaSalle, Ill., which was destroyed by fire last August, is again hoisting coal, the damage being fully repaired. During the time of the shut-down the miners were given employment at other mines of the company.

A. G. West, of Runnells, Iowa, has been engaged by a number of the citizens of Leon, Iowa, to drill several prospect holes in the vicinity of that town. If coal is found in paying quantities a shaft will be sunk at once, as options have been taken on several hundred acres of land.

The total production of coal in Illinois during 1905 was 38,434,363 tons, according to a report recently issued by E. W. Parker, of the United States Geological Survey. This coal had a spot value of \$40,577,592. The mines of Illinois gave employment to 58,053 miners, who worked an average of 201 days.

The Golden Gate Mining & Development Co., which has been prospecting for coal throughout the state of Washington for the past six months, has discovered a vein of coal eight feet thick near Cle Elum. The coal is on the main line of the Northern Pacific railway, and it is believed a shaft will be sunk at once.

Byron Seevers, of the Whitebreast Coal Co., Des Moines, Iowa, has transferred to George W. Seevers, general counsel of the Minneapolis & St. Louis and Iowa Central railways, the coal rights to 2,700 acres of land located between Calonna and Dallas, Iowa. It is the presumption that this transfer was for the benefit of the two railroads, as they will undoubtedly construct lines from the new field into Des Moines.

## Southern Notes.

The board of trade committee at Wheeling, W. Va., is considering the advisability of making diamond drill tests for coking coal in the vicinity of Wheeling.

The Southern Railway Company has authorized the building of nearly four thousand additional freight cars of approved type for use in eastern Tennessee and Alabama mining districts.

The car situation at Birmingham, Ala., is reported as being in a deplorable state and the production of the mines is being held down by the inability of the railroads to give proper service.

Owing to the shortage of coal at Spartanburg, S. C., caused by the lack of cars, it is said there is danger of the cotton mills and other power-using plants of that vicinity being compelled to close down.

W. T. Underwood and associates of Birmingham, Ala., have purchased the coal mines and properties of the Mt. Morgan Coal Co., at Williamsburg, Ky. It is understood that the price paid was about \$100,000.

The board of prison commissioners at Nashville, Tenn., has decided to purchase fifteen thousand acres of coal lands in Warren, Bledsoe, Van Buren and Sequatchie counties. The consideration is eleven dollars per acre.

The Colonial Coal & Coke Co., Dorchester, Va., announces that its plant of 450 ovens and ten mine openings is in full operation. The company is also building another plant called the Sutherland Coal & Coke Co., about two miles from Dorchester. This latter plant will be in operation about the first of the year.



## Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
NEW YORK, Nov. 22, 1906.

The demand in the anthracite coal trade continues unabated, but restrictions to shipment upon this business, by reason of a short car supply, is delaying the filling of orders materially. While the west is still calling for a large quantity of coal, in fact more than can be shipped to it in the time limited to open navigation; there has developed in the trade east of the mines, an exceptional amount of business which is in excess of current shipments. A heavy snowstorm through the upper regions of the hard coal fields, last week, interfered with working conditions and transportation in moving the cars so that one or two days' production was lost. The restriction coming at a time when coal was not plentiful in the market has accentuated the situation as to shipments going east.

Some relief may come to the general trade after the close of navigation, by cutting off the heavy movement of coal in that direction. This relief would be gratifying to the line trade. The requirements remaining unshipped by water, will, it is believed, be large, which would necessitate much of this business to go all-rail.

### All-rail Coal Active.

Orders from the all-rail points have been in such great numbers that all shippers are crowded. The total accumulation of line business, both on the originating systems and for shipment to foreign roads, is in excess of what can be handled at present. Nor is it seen how it can be gained upon, as the season advances. The producing companies are making every effort to provide for actual needs, but in cases are obliged to limit delivery in order to facilitate a larger distribution of the product available. Owing to the car situation being an important factor in getting coal forward, some of the anthracite roads, it is understood, have withdrawn all cars from foreign lines. In this event the New England market would probably be the greatest sufferer, though it may take on more tonnage from the tidewater loading points. The present status of this class of trade, in its anxiety to get coal as promptly as possible, is no doubt largely due to the duplicating of orders in different shippers' hands. As these orders are filled, according to the convenience of the holder of them, the duplicate business in other hands will be cancelled. Thus relief may come soon, especially as the weather is more like spring than the usual colder temperature expected at this season. Yet it is evident from the rush of the past month that stocks purchased previously by the consuming interests must have been generally used up, giving the opinion that future requirements will be larger and an active winter's business ensue.

As cars become released from the heavy shipments to the lake ports, and the general equipment improves, there will be greater opportunity

to make larger shipments to points not now receiving their full allotment. Considerable coal is still in need for the further eastern states and the lower Canadian provinces, which will, with better car service, be given closer attention.

### The Coastwise Trade Keeps Strong.

There is no apparent let-up on the demand for coal in the far east, though better shipments have been to those ports during the current week. The delay in shipments earlier in the month and October has undoubtedly been effective in keeping the trade strong. Although the regular allotment of tonnage is being consigned to this territory, it is not in all instances reaching the discharging ports in the time desired, this being largely on account of the bad weather and fogs preventing barges from getting out of the harbor.

The trade at retail is quite brisk in the local market and prices are fully upheld at schedule figures. The greater shortage prevailing recently at wholesale are chestnut and stove coal, which are very short with all producers. Egg and broken are slightly easier, but all the Lehigh grades are scarce, as are all sizes of red ash coal. The steam grades maintain a strong tone and are not in full supply of the current demands. Stocks on these coals are reduced from former years, and it is possible a shortage of these sizes may occur later.

### Bituminous Coal Trade.

The Atlantic seaboard soft coal trade continues active. For tidewater there is great difficulty in securing cars to move the coal, and after it arrives at tidewater there is great difficulty in securing vessels to transport it to the various distributing points along the coast. The car question continues to be an all-absorbing topic in the trade, though not much improvement is expected before ice makes out west, stopping coal going to the lakes, but even then it is anticipated that it will take some time for the cars to get back from that trade. It is a question if the cars so secured to the railroads for coal transportation will not be quickly absorbed in the regular lines of trade. All the railroad transportation superintendents are making effort for the quick movement of coal, and urging upon shippers continuously for quick unloading of cars, both on their lines and at tide. This is helping materially at times when it is followed out, and the superintendents of the railroads have a way of following up a request that generally brings the consumer to terms when he does not respond promptly—this outside of the Car Association demurrage charges.

### Vessels in Short Supply.

The coastwise vessel situation is one that has been much in the mind of the trade at this time. Very few, if any, of the vessels which were de-

tained by the long extended bad weather in October and November have been discharged and taken back to tide for other cargoes, outside of some of the barges that are now just beginning to get back. It has produced a feverish and rather stringent state in the trade, freights advancing in reality and also in suggestive quotations to much above where it is expected will be the case. An advance of from ten to fifteen cents is expected at this time, though it may reach a full 25 cents per ton if the bulk of tonnage is slow in getting back to the shipping points.

There is some export trade in the market, but that is being held up by the lack of vessels. With the higher rates prevailing to the eastern ports vessels are not seeking business at the limitations that have been enforced on the southern orders.

There is still a general scarcity of labor at the mines, but the shortage of vessels has made it to be felt less acutely than it would have been if cars had been in better supply.

### Trade in the East Active.

Trade in the far east is fairly active. There is a continuous demand for last orders on shoal-water business, and this will continue until ice makes. Brokers are contending that the smaller class of vessels will soon lay up for the winter, but this undoubtedly will not be the case until colder weather appears, and a further extended period of open weather is likely to prevail.

Trade along the sound is very good, the demand being strong, and the supply short. This is not at all helped by the lack of sound barges, which have been held up by the heavy weather.

New York harbor trade is fairly active, absorbing all the coal coming forward, and the accumulations of coal at tidewater are being reduced to an appreciable extent notwithstanding the short supply of boats. If the supply of vessels were sufficient undoubtedly all the accumulations would be removed promptly. Prices on steam coals range from \$2.75 to \$3.00 f. o. b. vessel.

All-rail trade is quite active, and prices are stronger than they were; \$1.25 to \$1.50 seems to be the quotation for the better grade f. o. b. cars at the mines.

Transportation from mines to tide is a little bit slow, and varied. Car supply is not improved from what it has been of late, some shippers claiming they are not receiving twenty-five per cent of their needs.

In the coastwise vessel market vessels are very scarce, and in great demand. Indeed, we hear of brokers having vessels to arrive, asking for bids.

We quote current freight rates from Philadelphia, Norfolk and Newport News to Boston, Salem and Portsmouth, one dollar and discharge, with loading discharging clause; eighty-five and ninety cents to the sound, and New York harbor barges we hear have been chartered at from forty to fifty cents to New Haven from the New York harbor lower shipping ports.

## Market News from Buffalo and Great Lakes.

BUFFALO, Nov. 21.—(Special Correspondence.) Heavy eastern demand for domestic sizes of coal has served to hamper the dealers at this point, for the reason that a heavy drain has been made upon the car supply, meager at the best, and the scarcity has had a serious effect on the western shipments, all-rail. Demands for chestnut coal have been very heavy during the past week. Agents complain that dealers have an annoying habit of waiting until they are practically out of stock before they order and the result is a sudden

rush at a time when the shippers are having hard work to take care of their business on a normal basis.

This condition is not confined to any one section, but is general over all the territory covered by the local trade. As a result of this delay in ordering and the consequent rush of business at an inauspicious time, there is a scarcity not only of chestnut, but also of the other domestic sizes. Of course this delays the prompt filling of rush orders and causes more or less dissatis-

faction on the part of the dealer and consumer.

There is considerable anxiety felt by shippers from this distributing point over the inability to get a sufficient supply of box cars for transshipment, and also for the scarcity of gondolas for bringing coal from the mines. At the present time there are practically no box cars here for reloading, and the western rail trade is naturally at somewhat of a standstill.

Seasonable weather has served to maintain a strong retail market in this city, a condition of



trade which is expected to continue well into the winter, at least. Gradually the people are being weaned from the consumption of natural gas, for as at present distributed here, too many users cause a meager supply in many cases and the result is a return to coal, after having given gas a trial. But one bad result of an increased demand for local domestic coal is the propensity of many individuals to start into the coal business, cutting into the trade of the legitimate dealer and interfering with the regular current of trade.

Lake shipments for the week show no appreciable change, for late forwarding this season has not been so active as in previous years. From now on there will be a gradual withdrawal of the smaller boats in the trade and practically all shipments by water will be made in the vessels of large capacity, to the leading lake ports. This tends to strengthen the suggestion made in this correspondence last week regarding the necessity of the up the lake dealers improving their dock storage facilities. There must be larger and more convenient facilities for unloading at the other end of the line, or the time will soon come when actual suffering will be felt by the consumers who depend upon these somewhat limited supply stations for their fuel.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., November 22.—(*Special Correspondence*).—The anthracite coal trade continues active with a good supply of orders in shippers' hands. Producing interests are sold up for more than thirty days ahead and with the contracts to provide for are unable to handle all the tonnage as promptly as is desired. The car supply has as yet shown little improvement from the condition that has prevailed for some time past and is in instances embargoed to foreign roads. This is essential in times of greater activity on the originating lines, in order to retain a sufficient number of cars on the systems to take care of this trade and facilitate shipment. Where cars are permitted to go on other roads in making delivery it is uncertain as to the time of their release and return to the mines for reloading. Shippers are therefore refusing to let the equipment get out of their control, as they anticipate an increased business as the season advances.

### Tidewater Shipments Improved.

There is a good demand for coal from all coastwise points and the chief difficulty in getting it forward by contrary winds and fogs is accentuating the situation. The end of last week and for several days of this week the improved weather conditions permitted of more regular and increased shipments to the east. But craft at those ports now light are again windbound and unable to return for loading, this being likely to retard the movement of coal for some time and affecting the shoalwater ports most in receiving short supplies.

## The New England Trade.

BOSTON, MASS., November 22.—(*Special Correspondence*).—The anthracite coal trade continues active and the demand on some of the sizes is in excess of the current supply. This condition seems to be general in both the all-rail and tidewater markets, the only difference in the delivery of coal to them being that the line trade is short of cars and water transportation restricted by a lack of vessels, curtailing the amount of coal reaching destination points by both routes about equally. The demand is largely for the stove and chestnut sizes, while the Lehigh grades are strong with short deliveries being made upon them. The special red ash coals are practically out of the market, and it would be hard to get any out of the regular order of shipment.

### Line Trade Active.

It is doubtful if the companies could ship all the coal called from the all-rail territory even with a full supply of cars. More business is now in the hands of shippers than they can dispose of before the first of the year. The question is apparently

From now on until the close of navigation, no opportunity to send coal up the lakes will be allowed to pass, for shippers are still considerably behind last year's forwarding and it is doubtful if the deficiency can be made up. Here again the car shortage is made apparent, for the supply of coal coming forward for lake shipment is not so liberal as for the corresponding period of last year, so it is doubtful if as much tonnage can be sent up this November as last.

Considerable interest is manifested by local coal men in a proposed scheme for supplying the homes of the city with steam heat. Enterprising parties have, it appears, dug up an old franchise giving the right to establish a plant of this character, and now there is real belief in some quarters that capital will be forthcoming to push the work. There can be no doubt that a system of heating of this character, thoroughly established, would cut into the coal trade to a degree which would make the local retailers and the sales agents as well sit up and take notice.

No change is reported in the bituminous market. The supply of cars is entirely inadequate to the demand, not more than fifty per cent of the amount of coal being shipped as would be the case with a suitable supply of railway stock.

Trade at local points is good and a large amount of coal is being taken by the retail dealers. Stocks are being rapidly depleted by the large supply of orders that are received daily. Prices on the domestic sizes are well upheld at \$6.75 a ton, the schedule figures. Steam grades show a much heavier demand and prices upon them firm at circular figures. These coals become more of a factor in trade as the temperature lowers, being largely used for heating hotels and apartment houses.

### Bituminous Trade Active.

The soft coal trade shows a slightly improved condition in the movement of tonnage over a week ago, this being probably more noticeable on the Pennsylvania railroad than some of the others, which are little changed. The Baltimore & Ohio seems to be in the shortest position as regards cars and transportation and receives most of the criticism of shippers for the delays. Producers have enough business to use all the cars that reach the mines and are not inclined to take on more trade at present. This has had a good effect on prices and are firm at from \$1.25@1.50 a ton f. o. b. the mines. Shipments are being made to line points in preference to the loading ports at tidewater, owing to the short supply of vessels at them. The movement of coal from the shipping ports is greatly delayed by the bad weather and vessels very scarce. Owners are often reluctant to quote freight rates and are insisting upon the association bill of lading in all charters made. Rates from here around the cape are \$1.00 and 90c to the sound.

one of car supply, as to what proportion of the tonnage can be shipped on this class of trade and not disturb the other distributing points and also to retain in control the present capacity of cars. It is understood that some of the cars allotted to this trade will likely be withdrawn, at least temporarily, to avoid any anticipated shortage of coal at other points. If cars are further reduced by reason of delays, shipments would have to be cut down accordingly.

The light draught ports at the further eastern points are in greatest need for coal and have received less of what has been going forward than other more favorable discharging ports. Due to bad weather and the small craft necessary to enter the ice making ports are scarce and freights high. The sound trade has been similarly affected, and in cases not enough coal has reached these points to take care of the urgent orders in local shippers' hands. The demand for steam coal is very strong, and there is a shortage of certain sizes.

There is a continued demand for bituminous coal in the market, but there has been great

delay in getting it forward to the discharging ports. Two causes contribute to this feature, which is disturbing some of the consumers who have contracts for their winter supply. The more important reason, no doubt, is the interference to regular water transportation during the past six weeks and over through storms and high winds. The short supply of coal at the loading ports at times of vessel tonnage waiting was due to the lack of labor at the mines and a dearth of cars to transport the product. These conditions combining have delayed this trade fully a month and naturally is causing some anxiety. In most instances, however, the buyer has no one to blame but himself, having delayed his orders too long. Prices are firm at current quotations for all coals and some are obtaining advances over these figures. Vessels are short and freights largely a matter of negotiation. About \$1.00 to Boston from lower ports has been paid.

## Baltimore Shipping Trade.

BALTIMORE, Nov. 21.—(*Special Correspondence*).—"Go west, young man," from a strictly eastern viewpoint, would seem to be good advice to the railroads as a course of procedure to get cars for the trade. The lake business seems to be getting the coal and the cars, and no one here expects any relief until wintry blasts tie up navigation. And judging by the present mild weather conditions it may be some time after that first day of December, on which many had hoped for a turn of the tide, before cars are released from this branch of the trade.

And in the meantime everybody has a kick. From West Virginia, Ohio, western Maryland and from some parts of Pennsylvania comes the wail of the bituminous operator that he has had to hold down his production by lay-offs for several days at a time, and all because he cannot get cars in which to transport the much-desired fuels. From the lake regions and from practically all of the western field the eastern brother hears that prices are away up, and at a time when everybody is demanding fuel and the poor coal man has all he can do to keep up with his contracts made at summer prices.

### Prices Easier Here.

And now comes a real complaint. Over this eastern way there is a shortage of cars, too; not a few coal men say they are forced to hustle to keep up with contracts and are not hunting for any amount of new business for the moment. Yet in the face of an active demand, at least for the better-grade fuels, there has not been any further advance, and fancy western prices are not being touched here. There has been no further advance in the best grade fuel hereabouts, which several weeks ago touched \$1.70 as a top notch. And one does not have to hustle around, even in the face of the fact that some soft coal men here are tied up with business, to hear of some thin vein coals as low as ninety cents at the mines.

The strongest thing in the local market is coke. All sections available from here seem to be pretty well sold up, and the spot article is almost an impossibility. The best grades of Connellsville are selling pretty close to four dollars, for foundry, with the same section furnace quoted up as high as three dollars and twenty-five cents. The West Virginia cokes may be quoted at about twenty-five cents off the Connellsville product.

In the matter of industrial uses for Baltimore and vicinity there has been a considerable increase of consumption for steam sizes of anthracite, for bituminous and for coke. Coke possibly has seen the greatest increase, and it is the leading strength factor in the market here today.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Railroad & Coal Co. reports the following tonnage transported over its line for the week ending November seventh, the corresponding week last year, the year to date and the corresponding period in 1905:

	Broad Top.	Cumberland.	Total.
Week ending Nov. 17, 1906.	224,321	21,234	43,667
Corresponding week, 1905....	21,875	26,811	48,686
Total for 1906.....	702,860	982,082	1,684,942
Corresponding period, 1905....	633,219	886,893	1,520,113

Increase in tonnage during 1906 to date as compared with the same period last year amounted to 164,829 tons.



# Eastern General and Personal Notes.

E. H. Hemingway, of W. C. Mason & Co., Inc., at Hartford, Connecticut, was in New York the last of the week on a business trip to the company's office. He says the coal trade in that territory is quite brisk, and looks for a good winter's business.

J. E. Davis, president of the Island Creek Coal Sales Co., New York, who had been on a business trip to its Cincinnati office and made an inspection of the company's plant at Huntington, West Virginia, returned to the city the first of the week. He also spent some time at the mines which are located at Holden, West Virginia.

E. Forrest Powell, of E. Forrest Powell & Co., New York, returned to his office the first of the week, after spending about ten days on a business trip to the Cambria county mines, and including a visit to Pittsburgh. Mr. Powell has met with good success in securing a line of high grade coals for the company to handle at tidewater and its all rail trade.

D. F. Connor, sales agent of Whitney & Kemmerer, New York, reports that the demand for both anthracite and bituminous coal is large, and the firm is practically sold up on all its current tonnage. The firm has made important advances in the supply of its product through the development of business in the various markets, making it a factor among the wholesale houses in the trade.

Wm. C. Mason & Co., Inc., New York, have issued to its patrons and friends in the trade, a very attractive desk blotter. It is put up in pad form of three pieces with a celluloid cover. The feature of the blotter, aside from the company's advertisement, are the pictures of six pretty girls in different attitudes depicting the manner in which coal orders should be solicited. It is instructive and worth having.

Tinsley Brothers, at One Hundred and Thirty-Eighth street and Mott Haven Canal, New York, have bought the old coal pockets of S. Trimmer & Son, located at One Hundred and Thirty-Third streets, to erect a plant on their present yard site. The plant was taken down and reconstructed to a one thousand ton capacity. It is understood that the new pocket is about completed and will greatly increase the firm's facilities for handling a greater quantity of coal.

George B. Schooley, the central figure in the contest over the estate of the late J. L. Crawford, was indicted for forgery by the grand jury in the final return made on November thirteenth, at Scranton. Shortly after Schooley started the contest, he was arrested at the instance of James G. Shepard, one of the heirs, and held in bail for court on the charge of forging the name of Mrs. Crawford to the will and codicil that he was endeavoring to have probated. Schooley will be tried at the next term of criminal court.

Announcement is made that the corporation of J. Stuart Frame Co., of Baltimore City, has been formed for the purpose of conducting a general business in coal and coke, with the main office in the Continental building, Baltimore, Md., and to take over the business of J. Stuart Frame & Co., which partnership has been dissolved by mutual consent. The new company assumes all contracts and liabilities of the retiring firm and is authorized to receive all money that is due, or may become due the firm of J. Stuart Frame & Co.

A certificate filed with the secretary of state at Albany, last week, completes the merger of the Pittsburgh, Binghamton & Eastern Railroad, the Tioga & Clinton Railroad and the Susquehanna Central Railroad, under the title of the Pittsburgh, Binghamton & Eastern Railroad Co. The capital is said to be twenty million dollars and the principal offices at Canton, Bradford county, Pa. The officers named are: President, F. A. Sawyer, of Canton, Pa.; vice-presidents, Elliott F. Norton and J. A. Odell, of New York city; treasurer, C. F. Wright, of

Susquehanna, Pa.; secretary, John Whitmore, of Ridgeway, Pa.

Consul James McNally, of Liege, reports that the briquette industry of Belgium has become quite an important one. The exportation for the first seven months of the present year, from Liege, amounted to 253,911 tons. Of this France received 110,036; United States, 46,700 tons and Germany 32,512. In 1905 the Belgian State Railway consumed alone about two hundred and fifty thousand tons. The domestic use of briquettes is increasing yearly, many persons using them for kitchen stoves and furnaces.

The exports of coal and coke from the United States for the first nine months of the year are reported by the Department of Commerce and Labor as amounting to 7,869,537 tons, an increase of 388,879 tons over the same period last year. These shipments were composed of 1,670,256 tons of anthracite coal, 5,620,074 tons bituminous coal, and 577,207 tons of coke. The imports of coal and coke into this country during the same period were 1,454,585 tons, an increase of 231,126 tons, included in which were 102,141 tons of coke, and 17,448 tons classed as anthracite coal.

The Briar Hill Coal & Coke Co., composed largely of Pittsburgh capitalists, has awarded contracts for the sinking of four mine shafts and the construction of one thousand coke ovens at Khedive, Pa. The property is located on the proposed Uniontown & Wheeling short line, which will be a part of the extension of the Wabash to be built from Cumberland to Wheeling. The proposition complete, it is said, will cost about two million dollars. This enterprise will be the first attempt to coke Greene county coal. A new town will be built where the shafts are to be sunk.

Announcement was made on Friday, of last week, of the changes in the vice-presidents of the New York, New Haven & Hartford Railroad. Timothy E. Byrnes succeeds Percy R. Todd as first vice-president. He was formerly assistant to President Mellen, and his office will be in New Haven. F. D. Curtiss, H. M. Kockersperger and E. H. Henry were appointed as second, third and fourth vice-presidents, respectively. The appointments go into effect on December first. Mr. Todd's resignation as a director of the road was announced in September. He had charge of the traffic department, until his duties were assumed by President Mellen in the summer of 1905.

G. Robitzek, of Robitzek & Brother, corner Rider avenue and One Hundred and Twenty-Seventh street, New York, reports the retail trade as being quite active in that locality for some weeks past. This trade is expecting considerably more business during the cold weather, due to the construction of many new dwellings and apartment houses in the past year or two. Mr. Robitzek, like other coal merchants in the city, hopes for an open winter; as one of severe storms makes the delivery slow and more costly. This was experienced last year, when carting was at a minimum of cost, with a fair margin of profit made, and contrasted favorably with the previous winter during which losses were sustained by the heavy fall of snow and ice.

The tug Edward Luckenbach, with the coal-laden barges City of Atlanta, M. P. Grace and William H. Connor, from Newport News for Providence, was reported on Wednesday of last week, at Fire Island, and that the City of Atlanta broke adrift. The M. P. Grace went ashore off Shinnecock and is now under water. The Luckenbach went in search of the missing barge, the City of Atlanta, and later recovered her. The tug now proceeded to tow the two barges to Providence. On the arrival of the tug to aid the crew aboard the barge Grace, it was seen that an act of bravery was necessary, but a volunteer crew of the tug took off the men with Captain Schmidt and his family. The Captain remained to the last and when the boat returned for

him he was forced to jump overboard as the waves had driven the barge far up the rocks. He was pulled into a boat by a lifeline. The barge was a total loss.

An official of the Pennsylvania Railroad's traffic department, speaking of the freight movements over the company's lines, says:

"A shortage of cars that continues to grow more stringent is the worst thing with which the Pennsylvania has to contend. Notwithstanding all the equipment that this company has received in the last six months, it has not sufficient cars to handle the business offered it. The amount of freight originating in the Pittsburgh district increases daily, and there is a demand for cars that cannot begin to be supplied.

"The operating department of the company is using every means to keep the traffic moving. If it were not for the low-grade freight line, I do not know how we could handle the business. So far there has been no serious congestion, but I will not forecast future conditions, particularly if the weather is severe. Between 7,000 and 8,000 cars of freight pass a given point on the main line every twenty-four hours."

The five-masted steel schooner, Kineo, reached a wharf at Philadelphia, on Friday last, after a voyage of two hundred and seven days from the Hawaiian Islands. The vessel was given up for lost, being sixty days overdue. The schooner sailed on January twenty-third, 1905, from Norfolk, loaded with coal, on her maiden voyage for the Philippines, and made the trip in one hundred and fifty-three days. The vessel was commanded by Captain Patten, and carries a crew of fifteen men. During the voyage many accidents occurred. The steam gear, by which sails were raised and anchors handled, was put out of order at various times, and all hands, including the wife of the captain were compelled to take their turn at the pumps. Mrs. Patten, on her arrival, said: "Thank God! I have been eighteen months on the water, and I will never go on another ship." Discharging her cargo, she then sailed for Australia, and ran into a typhoon. On this voyage every one on the vessel was stricken with beri-beri, except the Captain's nine-year-old daughter. The vessel was finally picked up and towed to Brisbane, Australia, where one of the seamen died. After a delay of two months, to allow the crew to recover, the Kineo sailed to Hawaiian Islands and took on a cargo of sugar for Philadelphia.

The following statement is authorized on behalf of the anthracite coal operators:

The wages of more than one hundred and fifty thousand anthracite mine workers have been steadily raised since the first of June by the operation of the sliding scale established by the Anthracite Strike Commission. The seven per cent increase which the miners will receive on this month's production is the culmination of an upward wage movement which began with one per cent in July and reached four per cent in October. Up to the end of October, the eight principal anthracite producers paid out about one million two hundred and fifty thousand dollars in increase of wages over and above what the miners would have received under the June scale. The total would be largely increased if the wages paid by other operators were added.

The benefits received by the miners under the sliding scale system are in addition to the direct wage increase of ten per cent and other advantages which the miners obtained under the award of the Strike Commission, the second three-year period of which began last April.

The anthracite industry is somewhat unique in that the wages of the workingmen go up automatically with every increase in the selling price of the product, the miners receiving an additional one per cent in wages for every five-cent advance of the wholesale price of coal over \$4.50 a ton at tidewater.



# Application of the Interstate Commerce Act to Shippers.

## Mandamus and Other Writ.

The circuit courts and district courts are authorized, upon the application of the attorney-general, at the request of the commission, to issue writs of mandamus compelling a common carrier subject to the act to comply with the provisions thereof.

On the relation of any one, who as relator is injured by reason of the carrier failing to remove his interstate traffic at the same rates as charged others, or upon as favorable terms and conditions as given like traffic under similar circumstances, the circuit and district courts are given jurisdiction to issue writs of mandamus. This remedy is cumulative and does not affect other remedies.

If the interstate commerce commission has reasonable grounds for belief that a carrier is engaged in the carriage of passengers or property at less than filed published tariff or committing any discrimination forbidden by law, it may file a petition in the circuit court of the United States sitting in equity having jurisdiction. The court, if it finds the allegations to be true, is authorized to enforce an observance of the published tariffs, or direct and require a discontinuance of the discrimination by proper orders, writs and processes.

## Auxiliary Functions of the Courts.

Depositions for use before the commission may be taken before a judge of the United States court.

For disobedience to a subpoena, the commission or any party to a proceeding may invoke the aid of any court of the United States.

Circuit courts of the United States in the jurisdiction where the inquiry is being carried on, in case of continuancy or refusal to obey a subpoena, may issue an order requiring appearance and testimony before the commission. Disobedience of such order of the court may be punished as contempt.

## The Long and Short Haul Clause.

The popular understanding of the so called long and short haul clause of the interstate commerce act is, it is believed, far different from what that clause really is, or is by virtue of the numerous decisions of the courts upon it. It is not infrequent that one hears comparisons of mileage and rates upon the lines of different carriers. Those better informed consider that the short haul must be included within the longer; that in no case must the charge for the shorter haul exceed the charge for the longer, and, in fact that it must be less. If there be a portion of the statute which the public think has been emasculated by the courts, it is certainly the fourth section.

During the last congress, as in the preceding ones, several attempts were made to change the phraseology of this portion of the law. By reason of the rule under which the bill was before the house (as reported by the committee) it was necessarily passed verbatim. Thus no change was made in the long and short haul provision.

## Hopelessly Uncertain.

The general feeling of one who goes through the numerous court decisions on this branch of the subject is that it is now in a state of hopeless uncertainty; that it is of no value whatever, and that the discriminations practiced by the carriers against places less distant from the point of origin are legion. The people of any city which is geographically located on the line to a large city, are constantly complaining that they are charged as much if not more freight than is paid to a considerable distance farther. The chief complaints have been made by places striving to compete with a larger place more distant from a given place or origin or destination. Denver complains that the transcontinental rates to that city are more than the rates to San Francisco. Danville objects to the relation of rates prevailing to it and to Lynchburg. The

number of complaints is very large and the number of court cases is large.

In order to learn just what the provision is, it should be carefully read. Section 4 provides:

"That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great a compensation for a shorter as for a longer distance: Provided, however, That upon application to the commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation by the commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act."

Before considering the decisions of the courts upon this law, it should be remarked that, from the time when railroads first began to be constructed, or rather, when they first began to make rates for the transportation of passengers and property, it has been the custom to favor particular localities. This was notably true of the terminals; where a railroad had its terminal, there it proposed to build up a commercial city, and the carrier contributed to this by the less rate which it made to that point. It was formerly, and indeed now, within the power of a carrier to make or break a town. So intimately connected with the transportation of commodities is our commercial life that if one place receive a discriminating rate, the place which has to pay more can figure that the advantages of dairy farming in its streets are more profitable than commercialism. Complaints of such practices have existed from their incipency. Often they were well founded, yet often it was a fancy of the mind due to home enterprise. Connected with this has been the belief that it has been the custom of carriers to charge more to the interior points, for the purpose of making up the loss on the longer hauls to the exterior points. Whether or not this belief is warranted rests upon what is the cost of moving traffic. No one seems to know; and no one dares hazard a guess and then stand a cross examination upon it. It is frequently claimed by the representatives of the carriers that there is great profit in the long haul; that the relative cost of operation per mile diminishes rapidly with the increase of the haul. That there is great force in this contention cannot be doubted, but that the relative less cost of transportation per mile decreases as rapidly as is often stated cannot be believed. The theory is the direct opposite of a theory of street railway transportation, for there it is claimed the profit is in the fares of those who ride a short distance. It is also urged that the volume of traffic which is destined to the terminal is such as to lessen the cost. This is not of doubtful value; but when considered it should always be kept in mind that a portion at least, and often a large portion, of the volume of traffic is the direct result of the low rates.

## Specific Legislation.

The interstate commerce law was, as is well known, modeled upon the English legislation upon the subject. It should be noted that the British parliament did not include within its acts any wording similar to the long and short haul clause of our law. The construction which has been placed upon the term "undue preference" in England has, however, been such that by the decision of the English courts the judge-made law for Great Britain in this respect is quite akin to ours. Our law of long and short haul is the result of specific legislation and the interpretation of the courts; in England the long

and short haul law is by virtue of the prohibition of "undue preference" to localities and the interpretation of the courts.

Probably it will expedite the consideration of the clause if one first take the decisions relating to the proviso. A casual reading of it might lead one to infer that before the carrier desiring to charge for an interior point as much or more than to one farther distant, it must apply to the commission for permission to do so. But, if the proviso be read in connection with the entire section, it is clear that the carrier may name such a rate without making an application. If, however, the carrier do so, he must be relying upon the fact that the circumstances and conditions are such that they are not within the statute, viz., that they are essentially dissimilar. If the carrier, having determined in its own mind that the circumstances and conditions are essentially dissimilar, choose to name a higher rate to Denver on transcontinental traffic than to San Francisco, it need not apply to the commission before putting such rates in effect. Having made such a schedule of rates, it does so at its own risk, and if, in a proceeding brought thereafter, it appear that the circumstances and conditions are essentially similar—so as to bring the case within the provisions of the section—the carrier has violated the law. In short, the carrier in so acting acts at its own peril. Such is the weight of authority but there are cases which hold that the carrier must, before it makes rates in apparent violation of the section, secure the consent of the commission. These cases are, however, disapproved or overruled by the cases first considered.

If the carrier apply to the commission, in accordance with the proviso, and show or attempt to show that the circumstances and conditions are essentially dissimilar, but the commission be of the opinion that they are such as fall within the wording of the section and deny the permission asked, it is not unlawful for the carrier to make a greater charge for the shorter than the long haul. Thus if, upon application to the commission, it should determine with respect to particular traffic that the transcontinental rate to Denver should not exceed the transcontinental rate to San Francisco, and make an order prohibiting such a charge, the carrier does not violate the law if, in a court proceeding, it be determined that the circumstances and conditions of the traffic on the particular commodity to Denver are essentially dissimilar to the traffic to San Francisco.

If the traffic moves under such circumstances and conditions that it may be said that in each instance they are essentially similar, the carrier is under a duty to obtain relief, if it can, by application to the commission. If the carrier does not secure the permission to make such a relation of charges as it desires under such a state of facts, it has violated the law.

It will be noted that the section provides for charges over the same "line." This is not synonymous with the term "carrier," nor with the term "railroad." Each of two carriers may use the same tracks, but they would be distinct "lines."

One carrier may lease tracks of another, and under such circumstances it was held that the joint use of tracks did not create the same "line," and, further, that the law did not compel either company to make its tariff with respect to that of the other company.

At the special convention of district No. 11, United Mine Workers, recently held at Terre Haute, Ind., it was voted to sustain the ruling of the district officers in the top coal question. The vote was 161 to 56. It had been stated that the members of the Eleventh district were anxious to oust the present officers, as it was alleged they had acted in bad faith on questions affecting the mines along the Vandalia road. It was established, however, that the position taken by the leaders was the only one which could have been maintained.





Office of THE BLACK DIAMOND,  
PITTSBURG, Nov. 24.

The principal item of interest and topic of conversation in Pittsburg during the week relative to the coal trade was the banner record of shipments made in two days by the river route. Not for many years has such a heavy cargo gone forward. For a number of months past there has not been sufficient water in the rivers to permit the shipping of even light draught boats or barges. Coal accumulated daily until the amount on hand totaled the immense number of over 30,000,000 bushels. The major part of this stock got away on the present rise. It is sincerely hoped that all of it will get to its destination in safety, but it is not likely that it will. Already one steamer has run aground and her cargo is lost, and the experience of former years is that a certain portion of the product that starts out on a heavy rise is lost. The river coal tonnage for the first ten months of 1906 was 7,951,969 tons, on the Monongahela river. Most of the coal going south by river is received at the Pittsburg harbor over the Monongahela river. Compare these figures with the enormous tonnage that has just gone forward and an idea is obtained of the great importance and value of a navigable stream during the year.

The shipments of coal and coke for the past week over the Pennsylvania lines east of Erie and Pittsburg show an increase over the previous week.

The car supply in the district continues in bad shape. Shippers are tired of making complaints, and say that it is no use to do so. "We are at the mercy of the car distributors and must take what he sends us." This is from a prominent coal shipper in our city. Pertinent to the car shortage it is interesting to note that many of the prominent railroads are placing additional orders for cars, for coal and coke use. It will be some time, however, before these can be made and put in use. After all, our vital point regarding the car shortage is the system and not the supply. If the railroads had a better system and could keep their cars at home, the situation would not be nearly as bad as it now is.

The mines in the district are all busy and many of them are short of men. Wages continue at the top notch figures and the coal miner is not only a much wanted, but a well paid man in this section.

There are no strikes to report; in fact, the miners seem to be imbued with the spirit of work and in many cases mines are running extra time and the men are putting in labor on extra shifts.

Many of the officials of the Mine Workers' association are busy through the district electioneering. The annual election of their officers will occur shortly and much interest is being taken by the men.

The Pittsburgh Coal Co. has now obtained full control of all of the mines on the West Side Belt Line railroad, which is owned by the Wabash road. For some months this matter has been held up and is just now decided in favor of the coal company.

The long drawn out litigation in connection with the Harwick mine of the Allegheny Coal Co. has again been indefinitely postponed by the court judge. It seems to be impossible for

even experts to agree on the matter of safety in connection with the use of lights or electric power in this mine. The Westinghouse Electric & Manufacturing Co. report the sale for last month of forty special electric locomotives to coal companies for use in coal mines, and add that they are in receipt of numerous inquiries from coal concerns in various parts of the country.

There is but little change to report in prices in either coal or coke. The present heavy shipments by water will have but little effect on the general market. The demand still keeps ahead of the supply and the outlook is for a continuance of the present heavy trade during the winter months. Run-of-mine coal continues strong at \$1.70@1.85 per ton, f. o. b. the mine; three-quarter inch is listed at \$1.20@1.60 per ton, f. o. b. the mine; lump coal is selling at \$2.00@2.25 per ton, f. o. b. the mine, and slack continues at \$1.00@1.10 per ton, f. o. b. the mine.

The coke market continues without change. Furnace coke is strong at \$3.25@3.50 per ton, f. o. b. the ovens; foundry grade is selling at \$3.90@4.10 per ton, f. o. b. the ovens. On both grades the demand is heavy; producers continue shy on booking orders either for present or future delivery.

There is no change to note in prices of either coal or coke at retail. The market continues in good condition, although the weather for the week has been exceedingly mild.

#### GENERAL AND PERSONAL NOTES.

Shipments of coal and coke originating on the Pennsylvania lines east of Pittsburg and Erie for the week ending November seventeen again exceeded the 1,000,000 ton mark, the aggregate being 1,025,581 tons.

October made a good record in amount of tonnage of the Monongahela river. The records just compiled shows 1,010,203 tons were carried in boats of the Monongahela river and of that amount 835,640 tons were coal. The record for the ten months of this year is 9,482,104 tons, of which 7,951,969 were coal. The tonnage of the river was unusually heavy considering the conditions.

A large delegation of Pittsburgers will attend the Rivers and Harbors congress, which will be held in Washington, D. C., December sixth and seventh. One object of the meeting will be to boom the proposed \$50,000,000 rivers and harbor bill. Congressman Joseph E. Ransdell of Louisiana is president of the congress. It is expected that President Roosevelt will be one of the speakers.

The defendants in the equity suit of the Wilmore Coal Co. against J. Wilson Brown and the new Amsterdam Coal Co. have made an application for a new trial in the United States Circuit court. The action was to compel the annulment of seventeen coal leases in Somerset county, acquired by the defendant company about twenty-five years ago. A decision favorable to the plaintiff company was rendered in this court two months ago.

Miners of the Pittsburg district are much interested in the election of of-

ficers of district No. 5, as the contest will in all likelihood be a spirited one. The election of Francis Feehan to succeed himself as president of the district will have but little or no opposition. Mr. Feehan succeeded Pat Dolan and has had a hard time to hold down his job, yet he has made a good record and is popular with both miner and producer. The other candidates, it is said, will have considerable opposition to their re-election.

Commodore J. Frank Tilley of the Pittsburg Coal Exchange has returned from St. Louis, where he attended the Lakes-to-the-Gulf deep waterway convention. He reports that the convention was a complete success, being attended by more than 1,600 delegates and by the governors, senators and representatives from the various states throughout the Mississippi valley. Mr. Tilley attended the convention as the delegate from the Ohio Valley Improvement association and was honored by being elected secretary of the meeting.

The Westinghouse Electric and Manufacturing Co., at East Pittsburg, Pa., has recently received orders for forty electric mining locomotives from the following firms, of an aggregate drawing capacity of 214 tons: The Willis Creek Coal Co., of Byesville, Ohio; Williams Coal Co., McHenry Ky.; Tom Boy gold mine, Telluride, Colo.; Sultana Gold Mining Co., Oakland, Cal.; American Smelters and Securities Co., Covan, Colo.; St. Louis Smelting and Refining Co., San Francisco, Miss.; Straight Creek Coal Co., Pineville, Ky.; California Petroleum Refining Co., San Francisco, Cal.; Crescent Coal Co., Wilson Station, Pa.; Davis Coal and Coke Co., Thomas, W. Va.; Gauley Mountain Coal Co., Anstep, W. Va.; McDonald Colliery Co., McDonald, W. Va.; Pine Hill Fuel Co., McDonald, W. Va.; Moshannon Coal Co., Osceola Mills,

Pa.; Stuart Colliery Co., McDonald, W. Va.; Smith & Hunt, Los Angeles, Cal.; J. J. Rogers Co., Ausable Forks, N. Y., and W. B. Kelley Coal Co., Export, Pa.

Judge James S. Young, in Quarter Sessions court, during the week heard the arguments of counsel on the petition of the Allegheny Coal Co. for permission to use open lights and electric power for hauling in their Harwick mine. After hearing a portion of the case Judge Young adjourned the proceedings until November thirtieth. A similar application had been made by the company to the mine inspector of the district nearly a year ago. After a consultation with two other inspectors and an examination of the mine this permission was denied. The company then appealed from this decision and three experts were appointed by the court to investigate the mine and report if the use of the improvement was safe. This commission reported favorably to the company and recommended that the requests be granted and the mine inspectors be overruled. Both the mine inspectors and the coal company were represented by counsel and each side produced several witnesses in support of their arguments.

At a recent conference held in Pittsburg between President F. A. Delano and other officials of the Wabash railroad and H. M. Taylor, president, and F. L. Robbins, chairman of the board of the Pittsburgh Coal Co., an amicable agreement was reached relative to the operation of the mines along the West Side Belt Line road. More than a year ago an agreement was entered into whereby the Pittsburgh Coal Co. was to operate the Pittsburgh Terminal Railroad and Coal Co.'s mines, situated along the West Side Belt railroad. Some misunderstanding arose regarding the operations of these mines, and one or two questions in connection with the agreement had

#### OFFICIAL PUBLICATION

### REPORT OF THE CONDITION

—OF—

## The Railway Exchange Bank

at Chicago, State of Illinois, before the commencement of business on the thirteenth day of November, 1906, as made to the Auditor of Public Accounts, for the State of Illinois, pursuant to law.

RESOURCES			LIABILITIES		
Loans and Discounts	\$668,475 16	\$	Capital Stock paid in..	\$250 000 00	\$
Overdrafts	374 99	668,850 15	Surplus Fund	None	
United States Bonds, including Premiums.	None		Undivided profits, less expenses and taxes paid.	3,544 71	253,544 71
Other Bonds and Securities, including Premiums	82,240 00	82,240 00	Dividends unpaid	None	
Banking House	None		Time Deposits:		
Other Real Estate owned by the bank	None		Savings	81,366 80	
Furniture and Fixtures	18,000 00	18,000 00	Certificates	2,957 25	84,324 05
Due from National Banks	45,769 93		Demand Deposits:		
Due from State Banks and Bankers	32,680 96	78,450 89	Individual	561 738 70	
Exchanges for Clearing House	None		Certificates	3,089 18	
Checks and other cash items	20,895 87		Certified Checks	1,123 01	
Collections in transit	135 19	21,031 06	Cashier's Check	1,197 77	567,148 66
Cash on hand:			Due to other banks:		
a. Gold Coin	487 50		National	None	
" Treasury Certificates	4,750 00		State Banks and Bankers	None	
b. Silver Coin	1,468 10		Notes and Bills rediscounted	None	
" Treasury Certificates	12,775 00		Bills payable	None	
c. National Bank Currency	5 000 00				
d. Legal Tender Notes	8,500 00				
e. Fractional Currency, Nickels and Cents	3,464 72	36,445 82			
TOTAL		\$905,017 42	TOTAL		\$905,017 42

#### STATE OF ILLINOIS,

County of Cook.

ss.

I, George Merryweather, President of Railway Exchange Bank, Chicago, do solemnly swear that the above statement is true, to the best of my knowledge and belief.

George Merryweather, President.

Subscribed and sworn to before me this twentieth day of November, 1906.

[SEAL]

Thomas J. Gregory, Notary Public.



ever been settled. President Delano expresses himself as being well pleased with the progress of the work here and the increase in traffic on the Wabash system. He also stated that the Wabash company had asked for bids on a large number of cars and locomotives and that a contract for the new equipment would be awarded in the near future.

### Effort to Retain Coal Testing Plant.

The United States coal-testing station in Forest Park will soon have to seek other quarters, unless some arrangement can be effected between the municipal authorities and the Louisiana Purchase Exposition Co., whereby the temporary buildings in which the plant is housed may be left standing for a few months. Under the stipulations between the city and the exposition company all the temporary buildings must go. The Chicago House Wrecking Co., it is stated, will vacate about January first. Their contract includes the razing of the buildings in which the coal-testing station is located. Pittsburgh and Johnstown, Pa., and Chicago want the plant. They were applicants when it was located in St. Louis. Chicago would give it a site in one of her parks, it is said. Pittsburgh offers a site and a considerable bonus. Realizing the importance of the plant to St. Louis, steps have been taken to secure another location. The board of directors of Washington university, it is stated, have offered several acres of land in the northwest corner of the university campus as a site for the plant. Dr. J. A. Holmes, director of the testing station, said yesterday that he would weigh the government's interests and take such action as he deemed best to conserve them. He said the plant might leave the city unless an arrangement could be had between the city and exposition authorities, allowing the buildings to stand until the present appropriation of two hundred thousand dollars is exhausted. This plant was the outgrowth of the mines and metallurgy exhibit of the World's Fair. Dr. Holmes, who was the head of that department, secured the location of the plant at St. Louis. It is under the control of the United States geological survey. Not only has the station conducted valuable experiments on coal from the different sections of

the country, but tests have been made in steel, cement and other building materials. Two exhaustive reports, said to have been of immense value to the mining and building trades, have been published. Congress has appropriated in all probably six hundred thousand dollars for the equipment and maintenance of the station. The machinery of the plant is valued at one hundred and fifty thousand dollars. Besides Director Holmes about forty people are employed in various capacities. Some are scientists. The last congress appropriated two hundred thousand dollars for the maintenance of the plant during the fiscal year. So important is the work of the station deemed that mine operators have donated the coal for the tests and the railroads have transported it free.

### The Farm and the Coal Mine.

A block of coal weighing nine thousand pounds was one of the wonders of the Oklahoma state fair. It was dug seven hundred feet underground in the McAlester district, and was a fair sample of the mineral wealth of the segregated coal and asphalt lands in the southern part of the Indian Territory. But McAlester and neighboring towns are not so much interested in the coal beneath the surface of these three hundred thousand acres as they are in lifting the restrictions which make of the entire region between towns a wilderness, except for the shanties of the coal miners. The senate last winter withheld these lands from sale in order that they might first be visited by a senate committee and the real value of the coal deposits, which is said to be enormous, fully ascertained. When this committee visits the McAlester region next month to look into the coal problem it will be confronted with a proposition altogether different, and in the estimation of the townspeople very much more important. This will be the draft of a bill embodying the wishes of fifteen towns on the segregated lands for the development of the agricultural possibilities of the region, which is among the most fertile in the territory. The memorial, to be presented by a committee composed of a representative from each town, will ask the senators to look above ground as well as below and to report in favor of legislation disposing of the surface rights in small areas to farmers. The towns are not much interested in the coal; that will take care of itself. But if the surface

is cultivated the produce of the farms will be worth more than the coal, and contribute vastly more to the prosperity of the towns. There has not been recently a more interesting illustration of the interdependence of town and farm than is given in the persistent efforts of the towns in this region to get the segregated lands opened to farmers. Until the farmer goes upon these lands they have no nearby customers and they must bring their farm produce from a distance. By giving favorable consideration to the memorial of these towns the senate committee will not only help the urban population of that part of the new state, but will provide homes for some thousands of American families who can with difficulty find homesteads on the nearly exhausted public lands of the United States.

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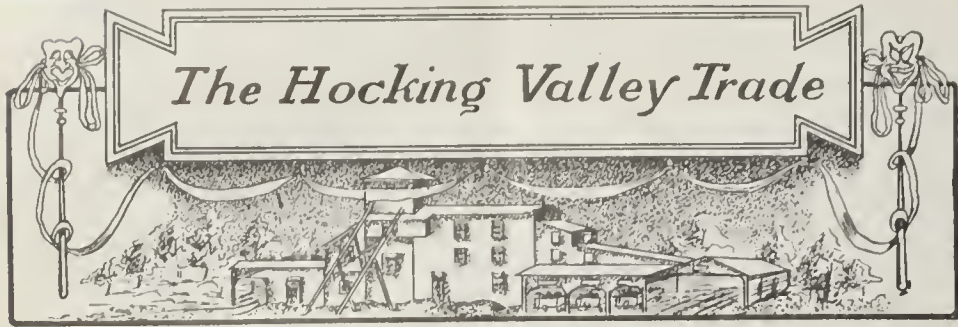
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COLUMBUS, OHIO, Nov. 22. — (*Special Correspondence.*) — In order to preserve the tone that has existed for some months past there is no doubt but that the market needs the stimulus of more severe weather. Domestic coal still rules strong at \$2, but reports are that country dealers are not moving stocks very rapidly. In very few quarters is any fear expressed that prices will suffer from this cause, but the fact that such a supposition exists at all is in marked contrast with the general premium talk of a few weeks ago.

Any signs of easing up seems to be confined to the smaller jobbers and operators. The big fellows, who are perfectly organized in their sales department, claim to see no indication of not being able to sell all the coal that it is possible for them to get to the market for months to come.

#### Present Conditions Unsatisfactory.

The fact of a strong demand does not mean, however, that coal men are basking in an era of unexampled prosperity. A wholly inadequate car supply robs the situation in a great degree of its advantages in other respects. Even should the most rosy dreams of premiums be realized they would not offset the handicap of the car famine, for the reason that operators can participate to a limited extent in the higher prices commanded by transient business.

As a case in point, the instance is cited of one of the large companies which on one day this week loaded 433 cars. Out of this number 398 went to contract business at the comparatively low prices at which this class of trade is taken, leaving only thirty-six cars that commanded the current circular. It is claimed that with a company having larger fixed expenses a car supply that falls under sixty or sixty-five per cent leaves little opportunity for profits.

#### Features of the Car Shortage.

For the Hocking valley the supply of cars still ranges from thirty-five to forty per cent on the average, the various localities being affected in different degrees. On the Kanawha & Michigan conditions are reported as being much more satisfactory, some of the operators reporting quite a satisfactory output.

The large number of non-air cars confined to way points makes coal very plentiful in Columbus. Some retail dealers profess to believe that this will force down prices at the mines, but as yet there has been no reported instance of cutting on domestic coals.

#### Columbus Retail Trade.

The market for domestic lump has settled down to the uniform prices of \$3.50 and \$3.75, which are likely to be in force throughout the winter. The public scare of probable extortionate figures has subsided. A large retail dealer reports that winter stocks are being laid in by consumers with more forehandedness than usual, and that this is proving one of the best seasons in his experience.

One of the most competent authorities of the Hocking field states that there is little prospect of improvement between now and the first of next April. Any results realized from the increased per diem charges is likely to be more than offset by the

natural impediments to transportation incident to the winter season.

#### Ohio Demurrage Hearing.

The following well known coal men were in the city last week as witnesses in the hearing of the demurrage case brought by the Ohio Shippers' association before the State Railway Commission. John A. Murphy, of the Patterson-Murphy Co., Dayton; E. H. Herr, Dayton; J. B. Conners, Dayton; C. O. Barnhouse, Agosta; John Heiser, Sidney; J. N. Baldwin, Niles; S. S. Johnson, Yellow Springs; Willis Jones, Mt. Sterling; F. D. Howe, of Howe & Davis, Findlay; H. D. Yates, Delaware; Mr. Wadsworth, of Wadsworth Bros., Warren; William Schaefer, of the Schafer-Suhr Coal Co., Cleveland. Columbus witnesses were: W. S. Connor, of M. A. Suydam & Co.; A. Fletcher, of Taylor, Williams & Co., and P. J. Briggs, of Briggs & Barrere.

The hearing covered a part of four days, ending with Saturday, the case being left open at that time to await the submitting of statistics by Car Service Agent Limer of the Hocking Valley railway. The latter are to cover three periods of five days each for the month of September, 1906, and are to show the condition of the Toledo docks, in regard to car congestion, for the period named. This is to determine to what extent the delay at the docks was responsible during the periods of car shortage. It is expected that this report will be forthcoming within a few weeks.

The coal men feel that they made a strong case before the commission in regard to the hardship upon the retailer in curtailing the hours for free unloading from ninety-six to forty-eight, the drift of the evidence being that coal has been more vitally affected than other commodities involved in the case. It is believed that even should the old system not be restored, some special concessions will be made in the matter of coal transportation. A compromise on the basis of seventy-two hours, with provision for the bunching of cars, is looked upon as being among the probabilities.

#### PERSONAL AND GENERAL NOTES.

E. S. Van Sant, of the Globe Coal Co., Chicago, was a recent visitor here.

Col. E. J. Bird of the Aetna Iron & Coal Co., Ironton, Ohio, was in town last week.

J. O. Lavenberg, manager for C. B. Grandy, Toledo, was in Columbus on Wednesday.

B. Whitnell, of the Pennsylvania Coal and Supply Co., Milwaukee, was in town this week.

C. J. Andrews, of Detroit, northern sales agent of the Sunday Creek Co., was in the city on Wednesday.

L. E. Ridgeway, secretary to W. J. Hamilton of the Hamilton Coal Co., is the father of a fine new baby boy.

Smith Conly, president of the National Fuel Co., has returned from a business trip to Cleveland and Detroit.

O. E. Lafleur, president of the Moreland Coke Co., Pittsburg, was a

caller at local operators' headquarters last week.

C. W. Thompson, secretary-treasurer of the New York Coal Co., is back at his desk from a business trip to Detroit.

C. E. Cartwright, general sales agent of the Youghiogheny Gas Coal Co., Detroit, was among recent visitors to Columbus.

J. F. Russell, sales agent of the Eagle Coal & Coke Co., spent the fore part of the week on a hunting trip to eastern Ohio.

George H. Barker, general manager of Maynard Bros., has been spending the week in the anthracite region of Pennsylvania.

H. T. Powell, formerly city manager for the Columbus and Hocking Coal and Iron Co., is at Mattewan, W. Va., where he is engaged in auditing the accounts of a large coal concern.

J. W. Blower, general manager of the Hisylvania Coal Co., is able to be at his office again after an attack of throat trouble. Several members of his family have been ill from the same cause.

E. M. Poston, president of the New York Coal Co., sailed on Tuesday for a two months' visit to Germany. He was accompanied as far as New York by E. F. McManigal, land agent of the company.

The yard office of the Taylor-Williams Coal Co. was demolished on Saturday last by a section of Norfolk & Western cars running into it. The man in charge of the office had a narrow escape with his life. The same firm suffered a similar accident about a year ago.

The Johnson Coal Co. suffered a \$4,000 loss by fire on Friday night of last week at the stables of their retail yards. Twelve head of valuable horses were burned, also harness, feed and other contents. The fire is supposed to have been due to defective electric wiring.

The court has refused to confirm the sale of the McLeisch Coal Co. to G. W. Newton, of Dennison, at his bid of \$17,500. The property was appraised at \$80,000 and creditors alleged a collusion among possible purchasers. R. C. Wharton, receiver, was directed by the court to draw up an offer to lease at \$5,600, in accordance with a proposition which had been submitted by him.

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# THE BLACK DIAMOND

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CINCINNATI

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## General Review of the Markets.

THE ever varying trend of time carries us on through the season, each week being characterized either by the mild weather, car shortage, excessive demand, advance in prices or other features which make up the history of the coal industry. This week it is described as a weather market. The demand and supply are nearly in equilibrium but of course most of the coal which comes into the market must be applied on contracts and back orders. Many selling agents having contracts with the large industrial concerns are seriously affected by the car shortage. For this reason contractors are going in the open market trying to buy coal from jobbers, which tends to make the demand seem somewhat greater than it really is. Prices in general are strong, yet there are some signs of weakness in western coals. The characteristics of the market are somewhat indicated by the nature of the mail of selling agents and operators. It is claimed that the greater portion of the correspondence is given up to answering complaints and explaining delays in shipment.

### The State of the Car Supply.

The number of cars available for transporting coal to market is somewhat greater than last week owing to the fact that many of the docks have already put in the normal supply of coal. Throughout Indiana there is great excitement over the car situation. Many leading coal dealers and members of the industry are endeavoring to have a bill passed by the next legislature making it possible for the railroad commission to compel railroads to furnish sufficient transportation facilities to meet urgent demands. There are dozens of large manufacturing concerns which are losing thousands of dollars because they cannot secure fuel. This has its usual effect upon labor and it is reported that thousands of employees may be out of work in the near future.

The Southern Indiana railroad has placed a new embargo against the Big Four. This, with the embargo already prevailing against the Vandalia, tends to greatly mitigate the dispatch of coal for market. The mild weather has been a great help to the railroads in facilitating transportation. When the winter storms come, the car shortage will, of course, be greatly increased. Rail business throughout the country is very active. In western Pennsylvania operators are not securing more than one-sixth of their actual needs. The Hocking Valley district reports little better condition of affairs. It is said that the percentage in some cases is as high as forty per cent. General traffic managers claim that there is no immediate hope of improvement.

### State of the Anthracite Market.

There is a notable shortage of nut coal in the western markets. Throughout the east, however, chestnut and other domestic sizes continue to be in very strong demand. There is a notable increase in the demand for anthracite in the country, which probably is no doubt partly due to the fact that retailers in rural districts are unable to get prompt deliveries on account of the recent ruling of the railroads relative to not permitting their cars to go onto foreign lines. All-rail business is very active in all parts of the country. The docks are taking care of orders in very good shape although they are experiencing difficulty in securing sufficient cars to transport the product. Many retailers believe that selling agents are giving preference in many cases which explains the delay in shipments, but it is not probable that there is very much truth to support this charge.

### Bituminous Market Firm.

There is a perceptible falling off in the western bituminous market this week. Demand for steam sizes, especially the No. 2 buckwheat, is active in the east. The predominance of smokeless mine-run, also block screenings, has tended to weaken the western market. Youghiogheny, splint coals, Fairmont and the domestic sizes are especially strong. Indiana operators anticipate making an advance of fifteen cents the first of the month. It is also reported that there will be an advance in Youghiogheny. There are complaints from many selling agents and operators that inferior grades of Hocking are being substituted for the real product, which has tended to mitigate the demand for standard Hocking. Youghiogheny operators are also claiming that substitution is being practiced. All splint coals are very strong as well as coals coming from Kentucky. It is almost impossible to get any of the cannel product and prices on coke continue to increase.

### Eastern Markets Firm.

The demand for all grades of coal in the eastern market is active. Many retailers and sales agents claim that the business is better than ever before in the history of the industry. Stocks are shorter than usual. Many

dealers are hoping that the supply of coal will be more easy after the close of navigation. There is a shortage of stocks in many of the other districts on account of the refusal of railroads to permit their cars to go to foreign lines. The coastwise trade is characterized by a shortage of coal, which also describes the condition of the storage plants. In New York harbor boats are scarce and steam coals are in very strong demand. It is almost impossible to find any available No. 2 buckwheat. Vessels are arriving from the east which tends to augment the supply. The sound trade is very active. The transportation of coal from the mines to tidewater is very slow and there is much complaint relative to the slow return of empties to the mines. Markets throughout western Pennsylvania are in good healthy tone. The car situation in the Pittsburgh district is acute and operators are not receiving in many cases more than twenty per cent enough cars to meet immediate demands.

The shipments of coal and coke during the past week were very heavy and there was great interest shown in the large water shipments. The retail market is practically the same as last week. There is some labor trouble experienced in the Allegheny valley, which, together with the car shortage, makes it very difficult to get coal to market. The Arcola Coal Co., has resumed operations after being idle since last April. The Wheeling district reports much interest as being shown in the special commission appointed by the governor to revise the state mining law and the Charleston Chamber of Commerce has appointed a committee to investigate the discriminations of the Coal & Coke railroad. The Baltimore shipping trade is active. Export business is booming and prices on bituminous are advancing. Very little spot coal is available and almost all of the product shipped to market is being taken up by contract.

### Western Markets Active.

The Chicago market this week shows a notable falling off in demand for western coals. Hocking shows signs of weakness; Indiana and Illinois mine-run is in predominance and in many cases has been sold below the circular price. The demand for all domestic sizes is firm although not as active as last week. Selling agents claim that the refusal of railroads to permit cars to go to foreign lines has tended to strengthen the country demand owing to the fact that Chicago is the general dumping ground for coal which is transported to the rural markets with great difficulty. Kansas City operators and selling agents are extremely interested in the recent ruling of the Kansas Gas Co., to the effect that the largest consumers will not be permitted to use gas until the new parallel line is installed. This ruling was made because the pressure is so weak that the new plant will not give satisfactory results. Car shortage on the Santa Fe is worse than ever before. There are signs of an excessive demand for coal throughout Nebraska. The Chicago, Burlington & Quincy has ceased to haul grain for a time, permitting coal yards to replenish their stocks. The markets throughout the northwest are active. The report comes from the head of the lakes to the effect that stocks are approximately fifty per cent less than last year at this time. Tennessee operators and sales agents are taking great interest in the available coal, occasioned by the recent water transportation. The retailers at Memphis are in a better state of harmony than for some time past and the war in cutting prices has greatly abated. Recent floods have interrupted freight transportation perceptibly in west Tennessee. Almost every railroad going into Memphis was compelled to suspend operations. In southern Ohio there is a notable weakening of the market, due to the mild weather and the large amount of river coal available. Many assert that prices have risen to the zenith. The Chesapeake & Ohio is giving better car service than in some weeks. The retail trade is not characterized as especially heavy owing to the fact that dealers anticipate a lowering of prices on account of the predominance of river coal which will be thrown on the market with the current rise of the rivers.

The coke market is reported firm and very little of the product is available. Hocking Valley is said to have a strong and steady market. Domestic lump is very scarce. Retailers, however, who handle the most desirable grades of coal are feeling a weakened demand on account of the mild weather. Steam coal is firm. Many mining operations have been suspended on account of the car shortage which is only about forty per cent of requirements. The service, however, on the Norfolk & Western railroad is better and in many cases approximates sixty per cent. On the whole this week the market is in a good healthy condition and the only change which is needed is a little cold weather which would immediately produce a strong demand and very perceptible activity.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, November 28.

There is an appreciable decline this week in the demand for western coals. The demand for steam coals and those used for melting and malleable purposes is firm. The domestic sizes are receiving a strong demand and the country business is active. There is not as much new business coming in this week as last. Buyers are giving more attention to getting coal already ordered than in placing new orders in the market. The greater percentage of the mail of sales agents consists of complaints and orders for rush deliveries on coal ordered weeks ago. There is quite a predominance of Illinois and Indiana mine run, also smokeless mine run. Hocking operators are holding to the circular, although some coal is being purchased at a discount. In general the Hocking market is showing signs of weakness. The weakest point of the market is on block screenings which are about in the same condition as last week. There is a strong demand for Youghiogheny, Fairmont and splint coals. There is some complaint that inferior coal is being substituted for Hocking. Prices will no doubt be advanced on Sullivan and Greene county and Youghiogheny the beginning of the month. The supply of cars is practically the same as last week. Some operators have ceased making shipments to lake ports which tends to augment the supply of cars to some extent. This has made the car situation in the Hocking district a little easier. Transportation facilities in the splint fields are very inadequate and it is almost impossible to get the West Virginia product into this market. The car supply throughout Illinois and Indiana is very bad and there is no perceptible improvement over last week.

#### Anthracite Market Very Firm.

The scarcity of nut coal continues to increase this week, owing to the large western demand. The market is firm on egg, stove and grate and selling agents are in a position to fill orders in most cases promptly. The car supply for dock shipments is a little easier than it has been during the last few weeks, although the change is not great enough to be very perceptible, excepting at a few of the docks. Milwaukee is not suffering as much as some other points. The Lehigh Valley Coal Co. is taking care of its business in a very commendable manner, having distributed the orders which were formerly filled at the Calumet dock among its other docks. It is the general opinion that a continuous spell of cold weather would make it almost impossible for sales agents to supply dealers with sufficient coal to meet the current demand. The number of back orders on file have diminished greatly during the last few weeks of mild weather, and operators and selling agents are in a better position than at any time since October to take care of an increased business.

#### Illinois Coals Active.

SPRINGFIELD coal is described this week by practically the same terms as characterized it in the last issue. There was a perceptible slump in the market the middle of the week, but later on it strengthened and the demand on the whole is firm. Spot mine run sold as low as \$1, but it is reported that very little coal is available at this price at the present writing. The difficulty in securing sufficient cars to haul the product continues the greatest trouble with which the operators have to contend. Six-inch lump is bringing \$1.50 f. o. b. the mine, or \$2.25 f. o. b. Chicago with a firm market; inch and a quarter lump,

\$1.35 f. o. b. the mine, or \$2.10 f. o. b. Chicago, firm demand; nut coal, \$1.10 f. o. b. the mine, or \$1.85 f. o. b. Chicago, market firm; egg, \$1.35 f. o. b. the mine, or \$2.10 f. o. b. Chicago; firm market.

FRANKLIN operators claim that there is no perceptible change during the past week. The car shortage continues very acute and in some cases it is almost impossible to get sufficient cars to continue operations. Mine run is bringing \$1.25 f. o. b. the mine, or \$2.25 f. o. b. Chicago; egg and four-inch lump, \$2.25 f. o. b. the mine, or \$3.25 f. o. b. Chicago; firm demand.

THIRD VEIN and Spring Valley operators assert that there is a heavy demand for their product, that prices are firm and that there is very little change in the car situation. In some cases a little improvement has been noted, but on the whole it is very difficult to get sufficient coal forward to fill rush orders. With a little cold weather the demand would greatly over balance the supply. Third Vein chunks are worth \$2.50 f. o. b. the mine, or \$3.00 f. o. b. Chicago; standard lump \$2.40 f. o. b. the mine, or \$2.90 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mine, or \$2.10 f. o. b. Chicago; washed nut, \$2.40 f. o. b. the mine, or \$2.90 f. o. b. Chicago; egg coal, \$2.40 f. o. b. the mine, or \$2.90 f. o. b. Chicago; firm demand.

CARTERVILLE operators are receiving a very strong demand for washed coals. The prices have not perceptibly increased and the car situation is about the same as last week. Throughout the country there is a notably firm demand for domestic sizes and operators are having all they can do to take care of the business. No. 1 washed egg is worth \$2.50 f. o. b. the mine, or \$3.50 f. o. b. Chicago, market strong; six-inch egg and lump, \$2 f. o. b. the mine, or \$3 f. o. b. Chicago, strong demand; mine run has been bringing \$1.25 f. o. b. the mine, or \$2.25 f. o. b. Chicago.

DU QUOIN coal is in firm demand. One of the selling agents has had a representative down at the mines for the last ten days, but was able to secure only a very few cars of coal. Transportation facilities are very inadequate. Mine run has been bringing f. o. b. the mine \$1.10, or \$2 f. o. b. Chicago; six-inch lump and egg, \$1.45 f. o. b. the mine, or \$2.34 f. o. b. Chicago; No. 1 nut, \$1.20 f. o. b. the mine, or \$2.10 f. o. b. Chicago.

#### Indiana Market Firm.

BRAZIL BLOCK coal continues in very firm demand. Selling agents and operators claim there is no improvement in the car supply, very little new business is being accepted, and that prices continue about the same as last week. This grade of coal has been purchased at the mines for \$2.40 or \$3.20 f. o. b. Chicago in open cars; box cars, \$2.50 f. o. b. the mine, or \$3.30 f. o. b. Chicago.

CLINTON coal shows signs of weakness. Some operators have been able to ship quite a quantity of the Clinton product into this market during the past week which has tended to ease up the demand, although it is claimed that this condition will predominate. There is no perceptible improvement in the car situation with the exception that an increased number of foreign cars in the Clinton district has tended to increase the supply of this coal coming into Chicago. Mine run is quoted at \$1.10 f. o. b. the mine, or \$1.80 f. o. b. Chicago; four-inch lump, \$1.75 f. o. b. the mine, or \$2.45 f. o. b. Chicago; inch and a quarter, \$1.50 f. o. b. the mine, or \$2.20 f. o. b. Chicago; screenings, 45 cents f. o. b. the mine, or \$1.15 f. o. b. Chicago.

SULLIVAN and Greene county operators are planning to increase the price of their product 15 cents on the first of the month. The demand in West Virginia continues firm. Domestic chunks are worth at the mines \$1.90 open cars, and \$2 box cars, or \$2.70 and \$2.80 f. o. b. Chicago; inch and a quarter lump, \$1.60 f. o. b. the mine, or \$2.40 f. o. b. Chicago, which is an advance of 10 cents over last week; mine run, \$1.25 f. o. b. the mine, or \$2.05 f. o. b. Chicago; egg and lump, \$1.75 f. o. b. the mine, or \$2.55 f. o. b. Chicago.

#### Ohio Market Very Firm.

PITTSBURG No. 8 is in practically the same condition as last week. The demand is very strong, the supply has been greatly retarded by lack of cars and little coal is available. Inch and a quarter lump is worth at the mine \$1.75 or \$3.40 f. o. b. Chicago.

JACKSON HILL operators and sales agents claim there is very little of their product in the market. The car situation is not improved and there is great difficulty in securing deliveries on rush orders. Prices continue firm at \$2.75 f. o. b. the mines, or \$4.40 f. o. b. Chicago for open cars, and \$2.85 f. o. b. the mine, or \$4.50 f. o. b. Chicago for box cars.

HOCKING coal is not in as strong demand this week as last. The car situation in the Hocking valley is somewhat easier and the demand for this grade of coal has perceptibly abated, which is due no doubt to the large increase in the supply of Hocking coming into this market, owing to the withdrawal of cars to lake ports. Inch and a quarter lump is worth \$2 f. o. b. the mine or \$3.65 f. o. b. Chicago; demand is firm. Some coal has been sold below this figure, although in most cases the circular has been maintained.

#### Pennsylvania Product Very Strong.

YOUGHIOGHENY coal will advance 15 cents at the first of the month. Selling agents are using every effort to get forward a large amount of coal on back orders. The car situation is very acute in the Youghiogheny district, and there is considerable talk of substitutions for this grade of coal. Prices are very strong, \$1.85@1.95 f. o. b. the mine, or \$3.75@3.85 f. o. b. Chicago.

#### West Virginia Coals Very Strong.

POCAHONTAS operators and sales agents claim that the supply is about equal to the demand. The market on mine run shows signs of weakness and there is quite a large quantity of this grade of coal on track. However, during the last few days much of the product has been sold. Egg and lump is worth at the mine \$2.25@2.40, or \$4.30@4.45 f. o. b. Chicago; mine run, \$1.35 f. o. b. the mine, or \$3.40 f. o. b. Chicago. The car situation has not perceptibly improved.

NEW RIVER operators assert that the amount of spot mine run is somewhat greater than the demand, which therefore makes the market weak. This grade of coal continues to bring at the mines \$1.35 or \$3.40 f. o. b. Chicago. The demand for egg and lump is firm at \$2.25 f. o. b. the mine, or \$4.30 f. o. b. Chicago.

FAIRMONT operators are experiencing great difficulty in securing cars to distribute the product. Selling agents are failing to take care of their contracts and prices in general are very strong. Gas Fairmont has advanced 25 cents; three-quarter inch lump at the mines is worth \$1.50@1.60, or \$3.40@3.50 f. o. b. Chicago, with a strong demand.

KANAWHA district is in about the same condition as last week. Black Band is commanding a better price and Winifrede splint is also in very strong demand. On the whole all the West



Virginia splint coals are strong. Three-quarter inch lump at the mines is worth \$1.65@1.75, or \$3.55@3.65 f. o. b. Chicago; inch and a half lump, \$1.75@2 f. o. b. the mine, or \$3.65@3.90 f. o. b. Chicago. It is claimed that some of the Winifrede orders are over two months old and the price with many sales agents for splint coal is current at the time of shipment.

#### Kentucky Coals Very Short.

Selling agents handling the Kentucky product have not seen any Kentucky coal in so long they are beginning to feel that there is very little hope of filling any orders for this product in several months. Railroads in the Kentucky field refuse to allow cars to be delivered to foreign

lines, which practically shuts the coal out of this market. Prices have not advanced and are maintained at \$4.25 f. o. b. Chicago, when it is possible to pick up a stray car or find some available storage coal.

#### Cannel Market Very Strong.

The producers of cannel assert that the operators are working less than one-fourth time. The car shortage in the cannel regions is very excessive. Most of the mines are way up in the mountains and it is almost impossible to get the product to the main lines. This grade of coal, when it can be found for sale, is bringing at the mines \$3, or \$5.15 f. o. b. Chicago, with a very strong market.

#### Coke Market Strong.

The demand for coke continues to increase and is much greater than the supply. Contractors are suffering for want of this product and are trying to buy it in the open market. The car shortage is practically the same as last week. West Virginia forty-eight hour coke at Chicago has been bringing \$5.65; West Virginia seventy-two hour product, \$6.15; Connellsville forty-eight hour product, \$6.65; Connellsville seventy-two hour, \$6.90; Wise county West Virginia seventy-two hour coke, \$6.50; by-product foundry coke, \$6.50; by-product domestic coke, \$5@5.25. The demand for by-product coke, both foundry and domestic is very strong.

## Market Conditions and Gossip from Cincinnati.

Office of THE BLACK DIAMOND,  
CINCINNATI, OHIO, Nov. 30, 1906.

Although the weather of the past week has been disagreeable, it has not been of the kind that forces persons to buy coal, and this condition, along with the fact that an enormous amount of coal has arrived by river within the week, has tended to appreciably weaken the general market. There is no reason for the weakness, however, and the dealers and others who are now holding off from buying coal in the hope that it will be cheaper, will find themselves in the same class as those who were importuned to buy in July, but who were waiting then for coal to come down. On the other hand, there is every reason to believe that coal will bring a higher price here before it sells for less money than it is now commanding.

#### Market Now on a Healthy Basis.

The arrival of several million bushels of coal from Pittsburg and Kanawha during the week simply puts the Cincinnati market on a healthy and natural basis for the beginning of winter. River coal has become quite scarce afloat, and a number of the large river elevators had begun to dig into their yards for their current supply of coal. The fresh coal at this time simply lets the river people go ahead naturally, and allows them to let their stocks in their yards lie there until the river freezes up, or until some other contingency arises that is unusual. A run of coal from headwaters at this time of year is quite the usual thing, and is exactly what everybody, connected with the river shipping coal trade, looks for and expects. If at any time during the next few months the amount of coal afloat should fall below the present amount, the river people would think their stocks were really uncomfortably low.

#### C. & O. Car Supply Slightly Better.

The only straw that might be taken to indicate a real reason for any weakness whatever in the coal market at this time is the fact that during the present week a better supply of cars has been furnished on the Chesapeake & Ohio railroad than has been enjoyed for many weeks, and it might be that some persons can see a further improvement in the future, and thus overstock the market with coal. This idea is very far fetched, however, as the proportion of cars furnished is still lamentably below the requirements and the normal capacity of the mines. On the other hand, the weather has been most favorable for the handling of a maximum number of cars by the railroads, and such weather cannot be expected to continue much longer. As the extremely bad weather of the winter comes on, the car service of all the railroads will be undoubtedly worse and worse.

#### Prices Are Unchanged and Firm.

In a number of the representative coal concerns visited this week no quotations whatever were obtained for the reason that these concerns are literally sold up and have nothing to offer. They wisely refrain from quoting ridiculously high prices just because they have no coal to sell. It must be said of smokeless coal that it is quite firm at former quotations, namely, \$2.25 a ton f. o. b. the mines for Pocahontas and New

River lump and egg. Smokeless run-of-mine ranges from \$1.35 to \$1.50 at the mines, and it is likely that the higher of these quotations will be the ruling one before the week is ended. Splint lump ranges all the way from \$2.00 a ton to \$2.50 a ton at the mines, depending upon the quality of the coal and the relative anxiety of the producer to sell his products. Splint run-of-mine is worth from \$1.25 to \$1.40 and splint nut and slack from 75 cents to \$1.00 a ton at the mines. Certain favorite grades of coal are being quoted at much higher prices than these, but it is not fair to say that these make the market prices at this time. River lump ranges from 7½ to 8 cents a bushel afloat. River lump elevated and loaded on cars is quoted at \$2.75 a ton at the elevators.

#### Retail Trade Is Rather Dull.

Reports from most of the large retail dealers are to the effect that business has been rather quiet during the past week. This is accounted for in a large measure by the fact that in former years heavy receipts of river coal almost invariably caused a drop in local retail prices, and it is more than likely that many heads of families have been waiting for coal to come down. Standard lump, delivered to the down town part of the city is worth \$3.50 a ton, while Pocahontas and New River lump and egg bring \$4.25 delivered. Nut and slack ranges from \$1.90 a ton to \$2.25 according to quality. Anthracite sells for \$7.50 delivered retail.

#### Coke Is Firm and Scarce.

There is no change in the coke situation except that it is very firm, and the chances are that an advance will take place before another week rolls around. The greatest demand is for foundry coke, which is worth \$4 and \$4.50 a ton at the ovens, while furnace is quoted at \$3.50 a ton at the ovens. As noted some time ago in THE BLACK DIAMOND, the price of coke is determined by the price of pig iron at Birmingham, and it slides up and down proportionally with that of pig iron. The great bulk of coke contracts are based upon the price of pig iron.

#### The Licking Coal & Iron Co.

The Licking Coal & Iron Co. was incorporated a few days ago in Kentucky. The new company takes over the Licking Roller Mill Co., The J. Droege Sons Foundry Co., The J. Droege Sons Coal Co., and The William Clark Furnace Co. All these plants will be run on a larger scale than formerly. The capital stock is \$250,000 and the principal offices will be across the river in Covington, Ky.

#### NEWS NOTES AND PERSONALS.

J. M. Breen, formerly well known in the Cincinnati coal trade as a hustling salesman, but now the leading coal dealer in Chillicothe, Ohio, was in Cincinnati this week visiting his old friends, and incidentally laying in certain grades of coal for his winter's business.

J. B. Conner, a leading coal dealer of Dayton, Ohio, was a Cincinnati business visitor during the week. Mr. Conner is well known here as a former railroad man as well as a coal man. He is quite popular in the trade.

C. M. Budd, superintendent of the West Kentucky Coal Co., with headquarters at Paducah,

Ky., spent most of the week here looking after his business at this end of the river. He has just finished building one of the finest medium sized towboats on the Ohio river. The name of the steamer is "Rival." Mr. Budd is an old Cincinnati boy, having been reared here.

The Cincinnati Industrial Bureau, of which a large number of coal concerns are active supporters, gave its second annual "industrial excursion" or sight-seeing trip on Tuesday of this week. A party of two hundred representative business men were taken in four Pennsylvania railroad coaches for tour of the city, and stops were made at a number of large manufacturing concerns. The coal men in the party were especially interested in the producer gas plant of the Boldt Glass works, and the up-to-date boilers and furnaces of the Schrieber Iron works. The business of the Industrial Bureau is to bring new industries to Cincinnati, and it is succeeding wonderfully well. More factories mean more coal and the coal men are active supporters of the bureau.

George W. Theis, vice-president and general manager of The Monongahela River Consolidated Coal & Coke Co., Pittsburg, was here part of this week in advance of the great run of Pittsburg coal. He went from here to Louisville.

Capt. Arthur Moreh, of the transportation department of The Monongahela River Consolidated Coal & Coke Co., Pittsburg, spent several days here this week looking after the steamboats and other floating property of his company.

Capt. George W. Thomas, manager of C. Jutte & Co., Pittsburg, passed through the city this week on his way to Louisville. One of his towboats, the George W. Thomas, struck the Steubenville bridge pier in the fog and sank five barges loaded with coal. It is reported that at least four of the five barges can be recovered.

W. H. Flint, one of the growing independent coal producers of Pittsburg, spent several days in Cincinnati this week looking after his interests. He was managing the movements of the towboats W. H. Flint and Helen White.

#### Want Less Smoke in Cincinnati.

Mayor Dempsey is now taking a hand in the movement for less smoke in Cincinnati. During the past two weeks the mayor has sent out official notices to over seventy concerns in Cincinnati notifying them that unless they make provision to lessen the density of smoke arising from their smoke stacks, he will cause action to be taken against them under the existing ordinances, faulty as they are.

Over sixty arrests have already been made of offenders in the matter of making smoke, and in almost every case the manufacturers have remedied the so-called nuisance before the date of trial, thus securing an indefinite suspension of the cases against them. There is now apparently very little opposition from manufacturers and others who have been making much smoke, and the Smoke Abatement League is very much encouraged in its crusade.

#### Cincinnati Will Not Suffer by Embargoes.

Some time ago THE BLACK DIAMOND mentioned the fact that certain railroads leading out of Cincinnati had placed an embargo on coal to



be shipped north and west out of Cincinnati. The other day a local sensational paper discovered this embargo, and immediately saw a coal famine in Cincinnati as a result of it, and played the item up in large heads. The amount of river

coal now afloat here precludes the possibility of a coal famine in the near future, even if there were any likelihood of all the railroads discontinuing bringing in coal, which they have no intention of doing.

railroad commission so that it can force the railroad companies to handle each others' business promptly and to return their cars as soon as they are unloaded. They are looking up the laws of other states to see how the railroads are forced to do business. It is thought that the operators will ask the legislature for a law compelling the roads to haul the cars a certain distance each day after they are loaded and to return the cars within a given time after they are unloaded. If a stiff penalty is attached for failure to do business on these lines they believe that the companies will come to time and cease their quarreling. The operators who have always counseled moderation in dealing with the railroads are now advocating radical laws and they will have a powerful lobby at the legislature to look after their interests. The shippers will give them strong backing as will the members of the railroad commission. It is also said that Governor Hanly will take a hand in bringing the railroads to time.

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., November 29.—(*Special Correspondence*).—The limit of endurance has been reached by the members of the coal trade in Indiana and the consumers that are depending on them for fuel. They have decided to go before the legislature next winter and demand laws extending the powers of the state railway commission whereby the latter can force the railroad companies to give them a square deal.

The situation has become so serious that only a few of the mines are being operated over two days a week and dozens of big manufacturers, who employ thousands of men, will be compelled to close down their plants within a week or so unless relief is offered. Just now there is no relief in sight as the railroad companies that carry the bulk of the Indiana coal are getting further apart instead of coming together in harmony. The members of the railway commission have exhausted every means they have to induce the railroads to agree to handle each other's coal quickly, and they are heartily in sympathy with the plans of the operators and manufacturers to go before the legislature and ask for new laws.

### Gas Belt Organization.

The refusal of the railroads to handle coal promptly has been felt more in the gas belt than in any part of the state. Scores of manufacturers there are almost wholly dependent on the Big Four for their fuel supply. They have appealed in vain for relief and are now forming an organization to protect their interests. Small meetings were held by them at Marion, Muncie, Alexandria, Elwood and other places prior to a general gathering at Anderson, Tuesday, when the Indiana Manufacturers' and Shippers' Association was formed. Officers were elected to represent the association here when the legislature convenes.

Nearly every city and town in the gas belt was represented at the meeting. The association will make another direct appeal to the railroads for fuel. If their supply is not replenished very soon most of them will have to suspend operations which will entail a great loss to them and the communities in which they are large factors.

The manufacturers are suffering from the car shortage the same as the operators and they will combine with them to obtain laws that will help the situation. The chances are, however, that many of them will make a desperate effort to load up with Pennsylvania and West Virginia coal pending a settlement of the difficulties with the railroads.

### Another Embargo Declared.

The Southern Indiana has declared a new embargo against the Big Four. It has not been offering it much coal for some time. The new embargo is really against the Vandalia as well as the Big Four, as the Southern has informed the former that it won't deliver a car of coal to it until it agrees that none of its cars shall be turned over to the Big Four. This will practically close the door against Indianapolis and the gas belt.

The representatives of the Southern Indiana and the E. & T. H. maintain that the Big Four has persistently sent their cars to West Virginia and other points to be used by coal companies. They say that they will discontinue business with the Big Four until the latter agrees not to send their cars to other companies after they are unloaded. This the Big Four refuses to do on the ground that the other companies will not make a similar arrangement as to its cars. The Southern Indiana agents say they have over four thousand coal cars—more, according to the mileage of the system, than any other road in the country. They insist that if their cars were returned as soon as they were emptied that they could have as many as the operators along their line would need.

The Southern Indiana is delivering more coal to the C. & E. I. at Terre Haute than it can haul to Chicago. The C. & E. I. naturally takes care of the E. & T. H. business ahead of the Southern Indiana's, as the C. & E. I. and the E. & T. H. belong to the same interests. There is a large amount of Indiana coal going to Chicago by the way of the C. & E. I., but not as much as there would be if there was not a shortage of cars.

The E. & T. H. representatives say they could deliver to the Big Four at Terre Haute all the coal the Indianapolis dealers could use if the Big Four would handle it. Some of the dealers here have been getting considerable coal out of the Sullivan and Greene county fields by the way of the I. & V., but they were even shut off from that source this week by the inability of the Vandalia to handle the coal after it reached here. All the local yards are so crowded with cars that the company had to issue orders against the shipment of coal for two or three days. It is said that less than one hundred cars of Indiana coal are coming to Indianapolis daily now.

### Extension of Railway Commission's Power.

Some of the operators and manufacturers are advocating an extension of the powers of the

## West Virginia Mining News.

WHEELING, W. VA., November 28.—(*Special Correspondence*).—An important decision affecting combinations has just been made by the West Virginia supreme court of appeals, in the case of the Pocahontas Coal & Coke Co. against the Powhatan Coal & Coke Co. The court held that under common law any combination, which is in restraint of trade, if only in partial restraint, is illegal. The court held that the Sherman anti-trust act did not pertain to the case in question as interstate traffic was not necessarily involved. It held that any unreasonable restraint was illegal.

### Status of Coke Agency Matter.

The Pocahontas Coal & Coke Co. was formed recently out of about twenty operations in the Pocahontas field, and the Powhatan company, embracing six operations, joined in on an agreement to sell its coke through the one Pocahontas agency, but after a few months refused to turn over its coke. The Pocahontas company applied for an injunction to restrain the Powhatan from disposing of its coke otherwise. Its fight to secure this injunction was carried to the supreme court. The court has refused to make permanent the temporary injunction granted in an inferior court and dissolves it. The Powhatan company is now free to sell its coke independent of the combination it entered formally. The decision is the first so-called trust decision made by the West Virginia high court and is notable as defining state precedent and distinction. It does not mean that combinations of coal companies or coke companies or other companies are illegal, but that any unreasonable restraint of trade is.

### Alleged Officiousness of Mine Inspector.

Considerable interest has been created by the order closing down the Panama Coal & Coke's two operations issued by Deputy Mine Inspector William Warner, who asserted that the operating company was not complying with the state mining regulations. The order is in the form of an injunction to restrain the company from working its comparatively small plant. Both Manager J. H. Parrott and Supt. J. C. Strass indignantly deny that the ventilation is inferior

### Supply Here Is Short.

Some of the operators say that this warm weather is a "God-send" to the manufacturers, as a cold snap would soon exhaust all the coal there is on hand here. Many of the retail dealers are selling their coal to the manufacturers, but there has not been an all-around advance in prices as might have been expected under the circumstances. The manufacturers, however, are willing to pay what the operators demand if they can get the coal. Were it not for the action of the railroad companies the condition of the business would be far ahead of what it was at this time last year.

to that of other mines in the same vicinity, and it is only on the ground of faulty ventilation that the state inspector is proceeding. Mr. Warner is a new appointee and the belief that he is overstraining himself to do something spectacular prevails, while it is also recalled that he was violent in his attitude toward certain coal companies when an organizer for the United Mine Workers.

### Mining Commission to Submit Three Reports.

The special state commission appointed by Governor Dawson to suggest changes to the mining laws has met and decided to submit three different reports to the legislature for consideration. A majority will submit one brand; John Nugent, representing the miners, will submit another, while E. L. Judy, representing the operators, will submit a third. In view of this complication it is not believed the legislature can make intelligent headway, inasmuch as the legislature will contain only a very few men familiar with the mining business. Mr. Nugent, for the miners, wants drastic legislation, and Mr. Judy wants the majority report modified. The majority of operators will agree with Mr. Judy that the business cannot proceed smoothly with too many obstacles.

### No Relief in Car Situation.

No improvement is noted in the transportation situation and none is in immediate sight. Complaint against the Coal & Coke road has got to the stage where the Charleston chamber of commerce has named a committee to investigate charges of discrimination. The amount of coal being shipped over all roads is limited absolutely to the capacity of the railroads, and with the holiday shipments beginning conditions are expected to be worse for several weeks to come. Prices, as has been remarked before, are a secondary consideration. Give a West Virginia operator cars these days and he can do the rest.

### Some Coal Company Changes.

W. H. Thomas, of the Thomas Coal & Coke Co., has secured a majority of the stock of the Crystal Coal & Coke Co., operating on Crane



creek, at a consideration said to be \$300,000, and he will add this to his string of properties.

The Davis Coal Co. has begun to move its offices from Fairmont to Thomas, which place will be headquarters for development work in the Fairmont region. For about a year offices were maintained at Fairmont while the company's engineering corps was working on the company's twenty-five thousand acre tract. C. L. Conners, who was in charge of that department, has been made chief engineer of all the company's properties and will be stationed at Thomas.

#### NEW ENTERPRISES AND OTHER NOTES.

The Sycamore Coal Co. has been organized to develop lands in Mingo county, on the Norfolk & Western road.

## Missouri River Coal Trade.

KANSAS CITY, Nov. 27.—(*Special Correspondence*.)—The company, which supplies natural gas to consumers in Kansas City, Kas., sent out an order last week that resulted in considerable benefit to coal dealers, both wholesale and retail. The order was that on account of the light pressure of natural gas, from the Kansas field, the supply would have to be shut off to big users of gas. The order affected not only all of the big packing houses in the bottoms of Kansas City but the manufacturers in that district also. It meant that they would have to go back to the use of coal or resort to oil as fuel. One of the biggest fuel consumers in the city, the Metropolitan Street Railway Co., has returned to the use of coal.

"The gas company treated us a little shabbily," one of the managers of a big packing house said this morning. "It did not give us time to contract a supply of coal and the change had to be made in almost a day. We do not like that way of doing business. Of course we will have some trouble in getting a supply of coal but of course we will get it in some way."

The Kansas Natural Gas Co., which owns the pipe line from the Southern Kansas wells, says it expects to build another pipe line paralleling the one now used. This will be necessary, it is said, to supply both cities, the manufacturers and the suburban districts. When the large consumers began using natural gas in the bottoms last summer, during the coal strike, they stored their burners for such an emergency as this. In most cases it required only a short time to substitute the coal burners. The only difficulty being experienced by most of the large consumers is in getting coal. It requires an immense amount of coal to supply four big packing houses and street railway company.

#### A Raise in Prices the Result.

A logical result of the order of the Kansas City, Kas., gas company was a raise in the price of coal to large consumers, who had their supply of gas cut off. Slack coal was advanced from \$1 and less a ton at the mines to \$1.25 a ton and in a few instances to \$2 a ton.

The big packers and manufacturers in contracting for a year's supply of coal usually get slack coal at less than \$1 a ton at the mines. But those who were taken unawares by the gas company had to obtain a supply of coal and were forced to pay the advanced price because they had no contract.

But though there have been changes in the coal market in Kansas City, Kas., neither the arrival of natural gas or the appearance of winter weather has affected the retail market on the Missouri side of the line. Orders placed one afternoon are being delivered the next day at \$4.25 for soft and \$6 to \$6.50 for the semi-anthracite. In steam coal there is still a big shortage on account of the lack of cars. Owing to the fact that the wheels of one of its automobile tank cars would not revolve on the snow, the Standard Oil Co. was unable to deliver its fuel to many establishments last week. This closed one school and caused many cold buildings. Another result of the temporary embarrassment was that managers of buildings and establishments using fuel oil, began to figure on some way to get a regular supply, especially in the emergency

The Coal River railroad work is progressing fast and by the end of the year shipments from the virgin Boone county field will begin to be prepared for.

Later election returns show that after a close contest another man has been elected to the legislature somewhat identified with the mining industry. Adam Littlepage, attorney for the United Mine Workers, has been elected to the senate from the Charleston district.

Suit has begun to nullify title to 120 acres of rich coal land on Tug Fork, now held by the Berwind interests, and on which they have several operations. An old will is asserted to be a forgery. The property was sold in 1888, but the will was not probated until two years ago.

weather, or of going to gas or back to coal. Coal has so far been found to be the most staple article as it is always to be had and weather conditions do not affect the delivery or the supply. The managers of big buildings, realizing this, are beginning to lay away a supply.

#### The Car Shortage.

Steps are being taken by some of the railways to relieve the car shortage which continues to

be a vexing condition. The Atchison, Topeka & Santa Fe Railway has issued an order which practically prohibits the shipment of freight from points on the main line and on the Southern Kansas division to Kansas City. The order instructs agents at the various stations in Kansas to forward all empty freight cars to Kansas City, whether cars belonging to the Santa Fe or foreign systems and to refuse all shipments except perishable and "must" stuff.

The car shortage on all lines centering in Kansas City is worse now than it ever has been before. Every railway shop is filled with back order cars and there are hundreds of cars standing on side tracks awaiting their turn in the repair shops. The condition is caused by the unprecedented movement of crops. In Kansas City alone it is estimated that there are from two million to four million bushels of grain waiting shipment.

In Nebraska the car shortage has caused a very serious predicament; it has almost caused a coal famine there. The Burlington railroad has decided to cease hauling all grain in Nebraska until the famine has been relieved. The car question has become so serious that several towns in Nebraska are without a ton of coal in reserve and the situation demands an immediate remedy. The Burlington officials say they cannot possibly supply the demand for freight cars for grain and coal at the same time and as the coal demand is imperative and grain can wait awhile, they will turn their attention toward relieving the coal famine.

## The Tennessee Coal Trade.

MEMPHIS, TENN., November 26.—(*Special Correspondence*.)—The coal situation looks a good deal more favorable here than it did a week ago. The prospect for a coal famine is now relieved. The situation promises a large improvement through the fortunate location of Memphis on the Mississippi river. Nashville and other towns further eastward in the state are yet in the throes of insufficient supply. Only about a month ago a bitter price war was on in Memphis retail circles, but now the retailers are living on lines of harmony and in this respect the improvement is decidedly pleasant for the men in the coal trade. A factor that has been felt to some extent in Memphis the past week has been the interruption to freights because of a very unusual and early flood in West Tennessee. Every traffic line entering Memphis from the east except the Louisville & Nashville, was suspended for some days. Passenger trains from other lines came over that road, but freights suffered on that line as well as the other roads.

#### Coal Fleet Coming.

With low water in the Ohio river prior to the heavy rains of the past week coal accumulations at Pittsburg for shipment south became very considerable. Since the water has reached a boating stage, advices here indicate that there are twenty million bushels now floating down the river for points on the Mississippi from Cairo to the Gulf of Mexico. The lack of towboats prevented even a larger amount from being available for prompt movement. Around Memphis many of the boats have been loaded with cotton instead of coal. Among the boats coming down with coal are the Harry Brown, J. B. Finley, Skylark, James Weed, J. B. Williams and others. The Sprague will probably break all records for large tows when her lead is given her at Louisville. This boat will be kept working between Louisville and New Orleans during the coal season.

#### PERSONAL NOTES.

Robert Galloway, of the Galloway Coal Co., Memphis, said relative to the coal supply for Memphis this winter: "A sufficient supply of domestic coal is assured. The Memphis coal situation has entirely changed in the last fifteen years. At that time Memphis was supplied exclusively with coal from Pennsylvania mines, which reached here by river. Now the proportion of Memphis consumption furnished by the

north and reaching Memphis by river is small. The south has developed her own resources, has found her coal to be superior, and this coal can be delivered by rail with more regularity and certainty than it can by river.

"The general rise in the price of coal in Memphis and elsewhere that takes place at this season each year is attributable to the fact that everything going to make up the cost of furnishing coal to consumers is higher in winter than in summer. The cost of coal at mines is greater, largely due to the car shortage, and after it reaches Memphis it costs more to deliver coal; the streets are worse; drivers are paid higher wages; in winter teams deliver only from three to five loads per day, whereas in summer it is easy to deliver from eight to ten; there is a disintegration of coal which takes place more or less all the time after coal is mined, and this slackage of the coal carried for months before it gets to consumers who wait until winter to put in their coal is very large; a stock of coal put in during the winter represents money on which there is interest; the coal stolen from cars during the winter months will average five per cent. All of these items are legitimate additions to the price of coal in winter, and perhaps I could have simplified this statement by giving you the cost of lump coal f. o. b. the mines in the summer and the cost in the winter.

"Kentucky lump coal can be bought in the summer f. o. b. mines at \$1.10@1.25 per ton. I know of an offer now out for five thousand tons of Kentucky lump at \$1.85 per ton, and do not think it will be accepted. Alabama coal being a superior coal, costs more, namely, Alabama lump coal in summer, f. o. b. mines, \$1.50 per ton; Alabama lump coal in winter f. o. b. mines, \$3 per ton. The fact is that at the present mine prices there is practically nothing left to the Memphis retail dealer. Furthermore, it is a fact that the retail price of coal in Memphis is less than in other cities of the south. The older residents in Memphis remember when it was no uncommon thing for coal to sell at from 60 to 70 cents per barrel; a price it has never reached since mines contiguous to Memphis have been opened and double the price it is now selling for."

E. S. Brantner and J. T. Leamen have opened a new retail coal yard at Market and Williams streets, Chattanooga. They will handle only domestic coal. Mr. Brantner was formerly with the Alexander Coal Co., of that city.



C. S. McManus, former general superintendent of the Southern railroad and who has lately become one of the officials of the Manring Coal Exchange in the Middlesboro district, has just been presented with a handsome watch and chain by former associates with the railway. The presentation took place at a dinner in the recipient's honor given at the Stratford Hotel at Knoxville.

The coal situation in East Tennessee is reported very bad, attributable mainly to the car shortage. Some of the railroads are making an effort to keep the mines going on their lines and others will take coal for shipment to any point.

## The Detroit Coal Trade.

DETROIT, MICH.—Nov. 29.—(Special Correspondence.)—While prices in the main for bituminous coal are as firm as ever, there is just a slight slump on the open market for fine coal. The jobbers, assisted by the operators, are to blame for that. Quite a lot of nut, pea and slack and coarse slack from the Hocking and Pittsburg No. 8 districts have been shipped in here of late, depressing the market somewhat and considerable coal has been sold at demurrage prices. It is the old, old story of the jobbers buying when prices are inflated and overdoing the thing, and of the operators, knowing Detroit is a good market for spot stuff, shipping a lot of cars in and telling their agents, the jobbers, to sell them. It demoralizes things badly.

Though the weather has continued warm, the domestic trade has picked up somewhat and prices in this grade of coal continue stiff.

### Anthraciters Optimistic.

The railroads have let up somewhat on shipping anthracite in open cars and the situation, as regards the car shortage is not so acute as it was. Coal is coming along much faster from the mines, though nut size is still very scarce and only a big storm is needed to make some of the dealers hustle to fill orders. It is stated here that some of the dealers out in the state came in here and bought trust coal at a small premium, but this is strenuously denied by the agents. Another story is that the independent mines are getting from sixty-five to seventy-five cents premium for chestnut when they guarantee prompt delivery.

### May Be a Famine Yet.

While the conditions, both in anthracite and bituminous circles, have improved and coal is not quite as scarce as it was ten days ago, the fear of a serious shortage is by no means lulled to rest. Holders of regular contracts, the manufacturers, are crowding the agents badly and ordering more than their contracts call for. Though most of the contracts contain a clause that they must take an equal amount each month, many of the factories don't live up to that agreement, and it is no uncommon thing for them to hold off and to order in October coal contracted for as early as April. This policy often loads down some yards where the coal is not needed for present consumption and forces other factories to shut down for want of fuel.

Following are some of the prices quoted for Thanksgiving reading: West Virginia lump, \$2.00; egg, \$1.75; three-quarter, \$1.50; slack, 80@85c; Jackson Hill lump, still \$2.75; Massillon, \$2.50; West Virginia splints, \$2.25, an advance of twenty-five cents; Hocking slack, 75c.

### PERSONAL NOTES.

R. B. Chase has returned from a trip to Chicago.

H. S. Ayers, of the firm of Ayers & Chase, spent last week in Pittsburgh.

W. R. Field, of the New Pittsburgh Coal Co., spent a few days in Detroit last week.

C. M. Campbell, of the O'Hara Coal Co., of Chicago, made a short business trip to this city last Friday.

THE BLACK DIAMOND's magnificent Thanksgiving cover last week aroused the admiration of the coal men of Detroit. "Splendid!" was the universal verdict.

We are much pleased with your publication and believe every progressive coal dealer should be a subscriber.—S. E. Tilton & Son, Prairie Depot, Ohio.

## General Retail Notes.

James Riddle of Piketon, Ohio, has purchased the retail coal and wood business of Samuel Hill, Portsmouth.

The Johnson & Johnson Co., of Raleigh, N. C., has been incorporated with a capital stock of twenty thousand dollars, to buy and sell coal, coke and other fuel.

Retail dealers at Lind, Wash., are allowing consumers a discount of forty cents a ton, provided the bill is paid before six o'clock on the day the order for the fuel is given.

The retail coal dealers of Jackson, Tenn., have formed an organization which within the next week or two will become a member of the Kentucky & Tennessee Retail Coal Merchants' Association.

A resolution has been adopted at Kansas City, Mo., requiring drivers of coal wagons to weigh all loads on city scales, and also instructing police officers to assist in the inspection of short weights.

The retail coal and wood business of the Independent Coal Co., Galion, Ohio, has been taken over by the Price & Price Co., wholesale and retail dealers in baled hay and straw, of the same city.

The Carlson Coal Co., Des Moines, Iowa, is erecting a modern office building at 640 East Grand avenue. The building will be suitable for renting purposes as well as for the headquarters of the coal company.

The retail coal firm of Spencer & Van Atta, Binghamton, N. Y., has been dissolved. Mr. Van Atta retiring to accept a position with the City Coal Co. of that city. Mr. Spencer will continue the business alone.

The Rumford Fuel Co. has been incorporated at Rumford Falls, Maine, with a capital stock of fifty thousand dollars, to conduct a general retail fuel business. The incorporators are E. W. Howe, W. H. Raye and W. P. Waterhouse.

John F. McClain, Marion, Ind., has acquired the coal and wood yards of the F. B. Merri-man Coal & Wood Co., located at Tenth street and the C. C. & L. railroad. This deal gives Mr. McClain a storage capacity of 3,200 tons.

State Mine Inspector J. W. Paul, of West Virginia, estimates that the coal production of the state in the year ended June thirtieth, 1906, was about forty-two million short tons, an increase of five million tons over the previous year.

Articles of incorporation have been filed by the Pando Coal Co., a retail concern of Cleveland, Ohio, showing a capital stock of ten thousand dollars. The incorporators are H. H. Johnson, F. B. Williams, G. C. Ford and G. H. Kelly.

A meeting of city officials was recently held at Louisville, Ky., for the purpose of discussing the advisability of establishing a municipal coal yard. It is thought likely that the plan will be abandoned, as it gained the approval of only a few of those present.

At the annual meeting of the Eastern & Central New York Retail Coal Dealers' Association, held recently at Albany, N. Y., the following officers were elected: John H. Lynch, president, Albany; James W. Hunting, vice-president, Glens Falls; C. M. Stuart, treasurer, Albany, and C. B. Staats, secretary, Albany.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Mountain Railroad & Coal Co. make the following statement for the week ending November twenty-fourth, 1906 and previously during the year:

	Broad Top.	Cumberland.	Total.
Week ending Nov. 24, 1906...	21,438	15,309	36,748
Corresponding week, 1905...	23,292	22,196	45,489
Total for 1906.....	724,298	997,392	1,721,690
Corresponding period, 1905.....	656,512	909,090	1,565,602
Total for week.....			8,741
Decrease for week.....			1,721,691
Total amount shipped to date.....			156,088

## Illinois Coal.

Compared with 1904 the production of Illinois in 1905 shows a gain of 1,959,303 short tons, or 4.3 per cent, while the increase in value was only \$635,599, or .65 per cent, the average price per ton having declined from \$1.10 in 1904 to \$1.06 in 1905. Out of the forty-eight counties in which coal was produced in the last two years there were seventeen which exhibited an increased production in 1905, while decreases occurred in thirty-one. The largest gain was made in Macoupin county, the output of which increased 1,007,192 short tons. Williamson came second with a gain of 772,555 tons, Fulton third, with 282,034 tons, and La Salle fourth, with 230,470 tons. The greatest losses were sustained by Vermilion county (449,808 tons) and Clinton county (275,438 tons).

The coal mines of Illinois gave employment in 1905 to 58,053 men, who worked an average of 201 days, against 54,685 men for 213 days in 1904, and 50,596 men for 228 days in 1903. These figures combined with the statistics of production show that the average production for each man employed was 662.4 short tons in 1905, as compared with 667 tons in 1904, and 695 tons in 1903. The average daily production for each man was 3.28 tons in 1905, 3.13 tons in 1904, and 3.28 tons in 1903. The smaller total tonnage per man in 1905 was due to the fewer number of days worked, while the larger average daily production per man was, in part at least, due to an increased tonnage with the use of machines.

The number of mining machines reported in use in 1905 was 882 against 643 in 1904 and 553 in 1903. The machine-mined product increased from 7,110,902 tons in 1904 to 8,672,547 in 1905. In 1903 the production of coal by machines was 7,381,027 short tons. The percentage of the machine mined coal to the total output in 1905 was 22.8 per cent, compared with 19.5 in 1904 and 19.97 per cent in 1903. Of the machines in use in 1905, 758 were of the pick or puncher type, and 123 were of the chain-breast pattern. Only one longway machine was reported.

### Increased Loss of Time.

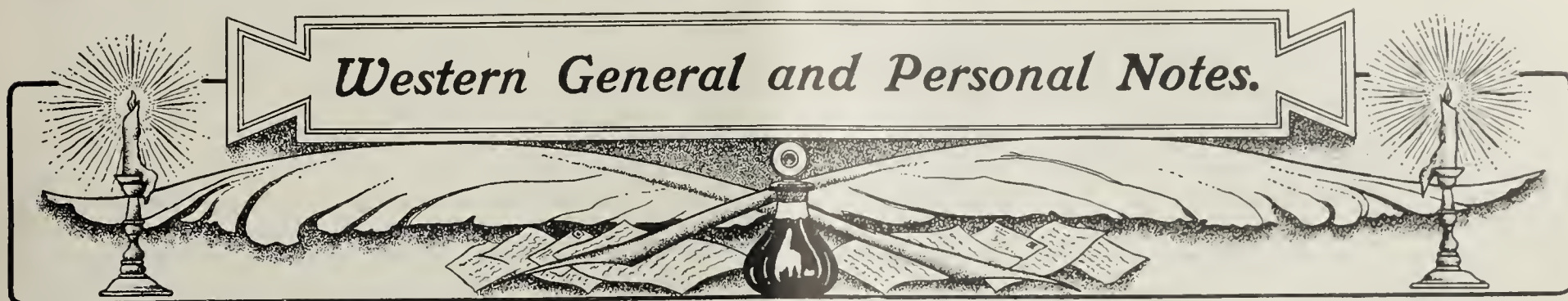
More time was lost by strikes in the coal mines of Illinois in 1905 than for a number of years past, the record of last year showing that 15,289 men out of a total of 58,053 were on strike during the year and lost an average of twenty-one days each. In 1904 there were a few more men on strike, but the total time lost was less than half that in 1905. The troubles in Illinois last year had their inception to a large extent in the enactment of a law by the Illinois legislature which required the coal operators to employ additional men to fire the shots placed by the miners. Under the wage-scale agreement the miners, it is stated, contracted not to increase the expenses of mining, and the operators, therefore, refused to pay the shot-firers' wages, claiming that the miners in advocating the passage of the law had violated their agreement. This controversy was finally referred to Judge George Gray as arbitrator, who decided that the expenses should be equally divided between the miners and operators. There is good reason to believe that the law has not accomplished any good result, and it is reported that at the next session of the legislature both sides will unite in an effort to have it repealed.

By far the larger number of mines in Illinois work eight hours a day. In 1905 there were 583 mines out of 637 whose production amounted to one thousand tons, and which gave employment to 56,296 out of a total of 58,053 men that worked eight hours. Nine mines having an average of eight men each worked nine or nine and one-half hours, and five mines employing 397 men in all worked ten hours.

The casualty record as reported by Mr. David Ross, secretary of the bureau of labor statistics, shows that during the fiscal year ending June thirtieth, 1905, there were 199 fatalities, and 535 men injured. One hundred and two wives were made widows, and 231 children were left fatherless. The death rate per thousand employees was 3.47 and the number of tons mined for each life lost was 191.156.

The Samoset Coal Co. has been incorporated at Birmingham, Ala., with a capital stock of fifty thousand dollars. J. S. Jenkins of Carbon Hill is president of the new company.





The Davis Colliery Co., Old Colony building, Chicago, have sold their Fifty-ninth street yard to the South Side Lumber & Coal Co.

Hunter W. Finch, president of Hunter W. Finch & Co., Fisher builder, Chicago, made a business trip to Milwaukee this week.

M. H. Taylor, president of the Pittsburgh Coal Co., and also president of the Spring Valley Coal Co., was in Chicago this week on business.

It is reported on Dearborn street that a large amount of cheap Fairmont coal was substituted on contracts and was being offered for sale as A1 product last week.

E. M. Sands, manager of the Old Colony Coal Co., Plymouth building, Chicago, has been spending the past week in Pittsburg in the interest of the company.

W. L. McCauley, secretary of the W. B. Stone Coal & Coke Co., Old Colony building, Chicago, is making a business trip throughout the country districts in the interest of the company.

George C. Huebner & Son, Chamber of Commerce, Detroit, have been appointed western representatives for the Consolidated Ohio Coal Co., who are producers of Coshocton coal.

E. L. Booth of the Northwestern Fuel Co., recently attended, with several other prominent Chicago coal men and personal friends, the marriage of the daughter of Mr. E. N. Saunders, president of the Northwestern Fuel Co., St. Paul.

The Clinton Coal Co., Clinton, Ind., has almost completed work on its new mine at that place, the Crown Hill No. 3. The operation will be one of the largest and best equipped in the state, capable of hoisting more than any two mines in the district.

A receiver has been appointed for the Co-operative Coal & Ice Co., Indianapolis, Ind., as the result of a petition filed by Robert Keller, charging that the company had outstanding debts.

The MacBride Coal & Coke Co., Fisher building, Chicago, has been incorporated with a stock of fifty thousand dollars. Arthur J. MacBride is president and general manager of this new company, which succeeds to the business of MacBride, Simpson & MacMillan Co.

The Briar Hill Coal & Coke Co., Cumberland, Mo., has let contracts for sinking four shafts and the construction of one thousand coke ovens at Khedive, on the line of the proposed Uniortown & Wheeling short line. The enterprise complete will cost about \$2,000,00.

Health Commissioner Bading, of Milwaukee, Wis., is making an inspection of the works of the Semet-Solvay Gas & Coke Co., of that city, in consequence of the complaint of citizens in the neighborhood of the plant, charging that it is a nuisance on account of escaping gases.

The annual meeting and election of officers of the Iowa Coal Operators' Association will be held at the Savery Hotel, Des Moines, Iowa, on December eleventh. Much interest centers upon the election of officers and it is freely predicted that J. P. Reese, commissioner for the operators, will be unanimously re-elected.

The majority of the coal dealers recently indicted at Omaha, Neb., charged with unlawful trade combination and violation of the anti-trust laws of Nebraska, have already appeared and

given bail to the amount of \$1,000. It develops that the sole evidence upon which the grand jury indicted the dealers was that given before the Interstate Commerce Commission at the recent Union Pacific hearing.

The ruling of the railroads to the effect that cars shall not leave their lines is having a tremendous effect upon the Chicago coal market. Almost every sales agent on the street has a large number of orders for coal to be delivered at points where it is absolutely necessary that cars be reconsigned to other lines.

William Job, Columbus, Ohio, has filed suit against the Baltimore & Ohio railroad for \$500,000 damages. He alleges that upon the strength of the railroad company's promise to furnish cars, he took a contract to supply the Northwestern Fuel Co. with 120,000 tons of coal and the railroad failed to provide the cars.

As fifty of the larger railroads of the country have agreed to increase the per diem charge for the use of foreign cars from twenty-five to fifty cents, it is expected that there will be an improvement in car movement. The agreement will be in force for seven months, at the end of which time it will undoubtedly be renewed if it is found necessary.

Indiana coal operators claim that the city of Indianapolis should cancel its contract for nonunion West Virginia coal and use the domestic coals at the Brightwood waterworks and other buildings. If the present contract is cancelled it is very likely that the local operators will make the city a proposition to install smoke preventing equipment free of charge.

Suit has been filed by Sneed & Meguire against the Cincinnati Gas Coke, Coal & Mining Co., asking damages for failure to deliver twenty cars of Sagamore coal purchased several months ago. The amount prayed for, represents the plaintiff's loss of profit, and they state that they will later claim all the loss which resulted from the substitution of other coal at higher prices.

The friends of George Bagwill, who has, for the past several years been an official in the miners' union, will be glad to know that he has been employed by the new Virginia Coal Co., of Williamson county, as their superintendent at a good big salary. Mr. Bagwill has every capability to make a good superintendent and no doubt will prove himself equal to the occasion.

Report comes from Preston, Ida., that ice-crowned King Winter has made his debut, leaving in the wake of his frigid path six inches of the beautiful. On the twenty-first the thermometer registered ten degrees below zero. Coal was an absolute luxury. People suffered the pangs of cold. Coal was rationed out. No one could procure more than two hundred pounds for love or money.

It is reported that the Spring Valley Coal Co. has established such a reputation for delivering train load orders of coal that it has become famous way out in Nevada. Mr. Dalzell, general manager of the company, one day last week received a telegram from Goldfield, Nev., for a train load of coal. The prohibitive freight rate of \$18.80 per net ton made it impossible for the company to accept the order.

The engineering experiment station coal testing plant, located in the mechanical engineering laboratory of the University of Illinois is rapidly undergoing extensive improvements. Platforms

are being erected, instruments and apparatus permanently located, and every facility for the efficient handling of coal, ashes, etc., installed. The plant is for the testing of Illinois coals and it is expected that the results obtained will be of great value to both large and small consumers.

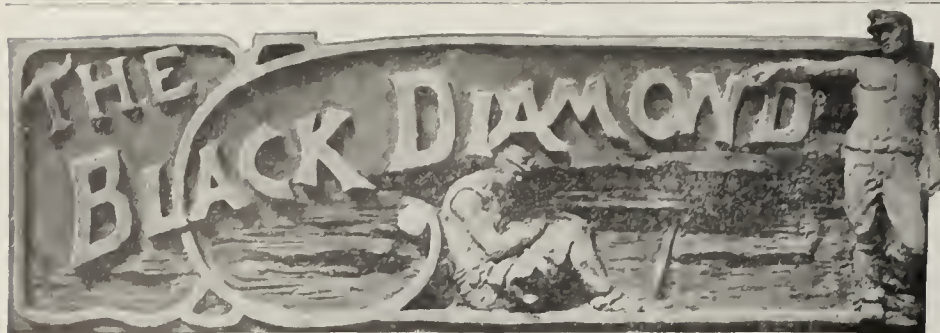
The Burlington railroad is about to cease hauling all grain until the coal shortage in Nebraska has been relieved. The car congestion has become so serious that several towns are without a ton of coal in reserve. The situation demands immediate remedy. The Burlington officials say they cannot possibly supply the demand for freight cars for grain and coal at the same time. As the coal demand is imperative and grain can wait awhile, they will turn their attention toward relieving the coal famine.

The suit of the Hunter W. Finch & Co., versus the Baltimore & Ohio railroad came up in one of the courts in this city last week. The judge in the case handed down a decision in favor of the complainant. It seems that the Baltimore & Ohio railroad confiscated some coal which had been previously sold to Hunter W. Finch & Co. The railroad sent a check to the mines in payment of the coal, which was accepted but since the coal clearly belonged to the complainant they had little difficulty in securing judgment.

The interstate commerce commission reports earnings and expenses of railways operating 220,028 miles, or ninety-nine per cent of the country's mileage, for the year ended June thirtieth, 1906, as follows: Gross earnings, \$2,318,700,030, or \$10,453 a mile; passenger earnings, \$618,555,934, or \$2,811 a mile; freight earnings, \$1,640,942,862, or \$7,458 a mile; operating expenses, \$1,532,163,153, or \$6,963 a mile; net earnings, \$787,597,877, being \$3,580 a mile, and nearly ninety-seven million dollars more than for the previous year. Income from other sources aggregated \$132,624,982. Dividends were \$229,406,598 and taxes, \$68,903,288.

The Chicago Coal Dealers' association continues to perform a most valuable service to the retail coal industry. The purpose of the association is the securing and maintaining of equitable and fair business relations between all of its members and the public. It aims to prevent the substitution of inferior grades of coal or the mixing of poor coal with the better products. It attempts to ascertain the financial standing of customers to prevent bad debts and labor troubles. It also endeavors to put a stop to the short weight nuisance. Last week Deputy Sealer Hurlley, acting under the direction of Joseph Grein, City Sealer, made an investigation of the weight of a load of coal which Fox Brothers, Springfield avenue and Taylor street, had planned to deliver to Mrs. N. Sinnott, 821 St. Louis avenue. The coal in question was weighed by Edward Fox. The deputy sealer followed the load to destination where he demanded the ticket which the driver surrendered to him. The driver, however, asked permission to 'phone the office, which request was granted, and he waited for Mr. Fox to come and settle the controversy. He arrived in a bad state of mind, but consented to have the coal weighed on the city scales. Later on Mr. Fox got into the wagon and told the driver to return to the yard, at which time the deputy sealer took the horses by the head. Mr. Fox became so angry at this that he threw a piece of egg coal at the deputy sealer, hitting him on the scalp. By this time a policeman came along and took Mr. Fox to the Lawndale police station. He was fined twenty-five dollars for resisting an officer and the case for attempting to give short weight will come up for trial in the municipal courts. The maximum fine is \$200.





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**Ethics of Arbitration.**

There are two ways of settling a labor dispute; one by arbitration and the other with a shotgun. Both methods have succeeded. The union considers the strike a weapon of defense and offense. The employers' power lies in the lockout. Labor is considered a commodity, plus the laborer. Wherever labor is sold the laborer must go to deliver it. This at once differentiates labor as a commodity from all other forms of inanimate commodities. Since the laborer possesses reason, volition, and other attributes which go to make him a man, he therefore has a right to refuse to sell his labor under conditions which are not satisfactory to him. When a dispute arises between labor and capital which cannot be settled by the officers of the union or the representatives of the employers, the differences are generally submitted to arbitration. The parties to the controversy agree to abide by the decision of the arbitrators, the uninterested third party. This seems rational and public opinion demands it. There is one case, however, where the miners have not been willing to abide by the decision of the arbitrators.

At the meeting of the Iowa Coal Operators' association, which will be held December 11th at Des Moines, the question of the non-acceptance of the arbitrators' decision in the Mystic case will no doubt receive consideration. The Mystic case, it will be remembered, is *in re*, the machine crew at Mystic being allowed to work on idle days in order to make up lost time occasioned by obstructions not under their control. The question naturally was referred to arbitration. It was even sent to the joint board before it was submitted to the arbitrators. One of the arbitrators was F. W. Else of Oskaloosa, Iowa, who was suggested by President White, of the Iowa Mine Workers' Union, and whose position was sufficient guarantee of his qualification to act on the arbitration board. The result is to the effect that the case was decided in favor of the operators. Official announcement has now been made that President White will not accept the decision.

This is worse than school boy play, because it takes away the strongest prop which has been holding up the union in all its troubles. It is contrary to the fundamental principles of our republican form of government. What would happen if one of the principals in a case of litigation should

refuse to abide by the decision of the jury? Someone says: "Why not hold the union responsible?" But it is at once apparent that the union has no legal existence. It is not an incorporated body and therefore cannot be sued for damages or put into jail. When it gets a decision which it does not like it can play horse if it chooses and no one can take hold of the bridle and hitch it up to the post of Justice. This conduct, if it continues, is bound to destroy public opinion in the unions' honest motives. It is to be regretted that the union has so little judgment as to permit such a condition as this to exist. It should be remembered that capital was forced to accept arbitration as a method of settling disputes because public opinion demanded it. But when the union will not accept the decision of the uninterested third party, when it refuses to follow the standard which public opinion dictates, then it may be expected to lose the influence of its mighty power.

In the last anthracite strike the union failed to get the sympathy which made the former strike so successful. When public opinion is destroyed then operators may use the shotgun method, because it is generally conceded that organized labor has no right to restrict any laborer from selling his labor where he chooses. The Supreme court of Massachusetts has recently rendered an important decision. It declares that organized labor has a right to strike and to institute strikes, in accordance with the common legal status of every citizen to pursue his vocation as he thinks best. But the court has ruled that it is illegal for a union to involve any innocent party in the dispute. The allegation of this decision is to the effect that a sympathetic strike is illegal. The chances for a successful lockout in the bituminous regions are most excellent. There are so many bituminous coal fields, the operators are so numerous and there are so many mines which are operating by non-union labor that it would be very difficult for the union to control the situation. The case, however, in the anthracite district is very different. The hard coal fields are in a restricted area. There is practically no hard coal out of the Pennsylvania field. It is an easy matter for the miners to hold a convention in which each anthracite district would be fully represented. Consequently when a suspension of work is ordered it would become more effective provided it had the approval of public opinion.

It is hoped that the union will see the fallacy of its position in the recent dispute and that at the coming convention the matter will be adjusted to the satisfaction of all concerned. The union has a tremendous function to perform in American labor. It tends to destroy class distinction, shake up society and bring the best to the top. Some operators claim that union labor is generally more efficient and cheaper in the end. The union stands for the elevation of the laborer, who should not be content with a living wage measured only by the iron bound law of supply and demand. The laborer should have time for recreation, time to educate himself in order that he may become more efficient in his vocation. He should receive sufficient compensation for his services which will enable him to live comfortably. Trade unionism stands for these principles and for the restriction of injustice. When it operates on this basis it has the approval of public opinion.

**A Practical Demurrage Law Indispensable.**

Last week 160 cars of coal in Chicago were subject to demurrage. We are constantly hearing of strenuous complaints from every direction as to the excessive delays in shipment of coal on the part of the railroads. Some dealers are receiving coal this week on orders placed last September. Others claim that they are losing thousands of dollars on contracts and possible sales, because certain railroads are refusing to permit cars to go to foreign lines or on account of insufficient equipment. In the face of these conditions it is difficult for the rational mind to see any justice in the railroads charging up car service when delayed shipments are costing operators and sales agents thousands of dollars every week. It is generally known that the velocity of freight cars is surprisingly low and that cars have been short for years. Some one has suggested that the offering of a premium for prompt unloading of cars which should be credited to the shipper would have a tendency to partly solve the problem.

A rational demurrage law would increase the number of freight cars twenty-five per cent. It would specify: 1. the average velocity of freight for all classes of commodities; 2. the prompt supply of cars to shippers, said distribution to be under the supervision of a commission representing the highest interests of commerce; 3. an increase in the number of available cars when a serious car shortage predominates and the ability of the commission to bring suit against the railroads when such a shortage was not eliminated in reasonable time; 4. the prompt removal of loaded cars from loading stations; 5. the prompt usage of idle cars which have been unloaded by shippers; 6. the allowance of a reasonable length of time for the loading and unloading of cars, dependent upon the kind of commodity and the size of the car; 7. a demurrage charge on empty as well as loaded cars when not moved at specified velocity; 8. establishment of a credit account with all responsible firms alike.



# Application of the Interstate Commerce Act to Shippers.

## What Is to be the Difference?

Another question also may arise. Given a case where the circumstances and conditions are essentially dissimilar, substantially dissimilar, what is to be the difference in rate? Shall it be in proportion to the dissimilarity? Manifestly so; but where is the line by which this is to be gauged? Suppose the circumstances and conditions are only slightly dissimilar, must the relation of rates be different than if the circumstances and conditions be essentially dissimilar? What, in short, is the relation of the degree of dissimilarity to the two rates provided by the tariff? These questions lead to the prohibitions involved in other portions of the statute, are not easy of reply and must in each case as they arise receive a reply applicable to that case, and frequently to that case alone. The similarity or dissimilarity of circumstances and conditions has been held to be a question of fact and not of law; a question for the consideration more of good business policy than of legal learning.

Whenever a carrier claims to be relieved from the operation of this section, it claims that the circumstances and conditions are "substantially dissimilar." The reasons alleged why the circumstances and conditions are dissimilar are not particularly numerous, but are often spread out to great length. In truth, the one thing which the carrier puts up as a defense for its action is competition. It claims to be under the necessity of making a less rate for the long haul because it is driven to it by reason of competition. Competition is, in their defense, the all pervading influence. While not wishing to cast any reflection upon the carriers who are fond of putting up this defense, it is nevertheless safe to say that the competition between carriers today is of little or no potentiality. It is too well known a fact that rates are almost exclusively "agreed rates" for any one to seriously talk about the competition between carriers. But other kinds of competition are urged.

The competition to which the carrier addresses itself, and through which it hopes to be relieved, and by which it is more frequently relieved are: Competition of carriers subject to the act to regulate commerce; competition of a carrier not subject to the act; competition of markets; and competition, unnamed and undescribed. The last kind of competition is brought into the limelight upon any and all occasions when the former kinds or other defenses will not suffice. Competition is never urged as a defense when, in a comparison of the circumstances and conditions of two cases, they are so dissimilar as to account for the rates; volume of traffic may suffice; regularity of movement may avail. If these are sufficient, competition is held in reserve; otherwise it is brought forward.

The competition which is said to exist between rival carriers subject to the act to regulate commerce has in a very large majority of the decided cases permitted the carrier to assume that there is a substantial dissimilarity of circumstances and conditions. So, also, where a carrier subject to the act comes in competition with one not subject to the act—a rail carrier in competition with a water carrier—the former is permitted to violate the section, for the reason that this competition is said to bring about a substantial dissimilarity of circumstances and conditions.

## Circumstances and Conditions.

A careful reading of the section will dispel one error into which the public has fallen. It is often supposed that the prohibition is to the effect that the tariff must be graded, that the charge to the interior point must be less than to the more distant one. It is clear, however, that the prohibition is to the effect that the charge to the nearer place shall not be more than to the more distant place. Thus, if the circumstances and conditions be essentially similar, the law is not violated if the charge to the nearer place be the same as the charge to the more distant one. It is true that other sections of the statute may be violated by such action, but there is no viola-

tion of section 4 in such an arrangement of rates. Under such decisions the making of "group rates"—rates of the same amount to a considerable territory—are permitted under this part of the law.

So, also, the rate between two local points on a line may be more than the joint through rate for a longer haul, a portion of which is the road connecting the two local points. Also a joint through rate may be less than the sum of the two local rates, or, in fact less than the local rate of either of the carriers which constitute the joint line. On the contrary, however, two or more carriers cannot, without violating this section, make a joint through rate from one point to another point which is less than a joint rate to an intermediate point. In short, there is, in considering joint rates, no relation between joint rates and local rates, as far as the violation of this section is concerned; the one is no gauge for the other, except in so far as it may tend to show the reasonableness of a charge. Because a local rate is more or less than the joint through rate, or because the joint through rate is more or less than the local rate or the sum of locals, does not bring a carrier enforcing such rates within this section of the law.

That portion of the section which has received the greatest amount of interpretation, these words which have been most often overlooked by the public, the phraseology which has been the cause of much contention, is "under substantially similar circumstances and conditions." These words contain the core of the whole matter. Around them circles all of the complaints. Under them the carriers have found a shield to protect their rates. Ordinarily one would not place much weight on these words. True, they mark out the line which authorizes the carrier to make such rates as he desires.

If the traffic moves "under substantially similar circumstances and conditions," the carrier is prohibited to charge more for the less than the greater haul. By the wording of the section it is clear to see that whenever a case falls within this description, it brings into play the law. If the case is such that the "circumstances and conditions" are not substantially similar, the carrier is at liberty to make such rates, practically, as it may see fit. Such is clear where there is no doubt that the circumstances and conditions are essentially dissimilar.

A serious question, however, arises where there is but a slight dissimilarity. It is difficult to secure two cases which are identical. It is more difficult to say to just what extent, to what degree, the circumstances and conditions must be dissimilar in order to permit the charges provided by a tariff; so, also, it is difficult to say when two set of circumstances and conditions are so closely similar that this section shall apply. The weight of authority is that the circumstances and conditions must be substantially dissimilar. What can be considered "substantial" in this behalf is very doubtful. It does not admit of accurate definition, but rests largely in the discretion of the court. What one would consider substantially dissimilar, another would consider substantially similar. As it is, each case must stand upon its own premise. No general rule can be laid down.

## Judge Taft's Opinion.

That competition will create, if existing, circumstances and conditions dissimilar there is no doubt. The question is, How much competition must there be? No one denies that competition may reduce rates. It is a question whether or not in a particular case it does. It would seem that the competition should be bona fide, active, forceful and potential. The courts agree that it must be potential, but are not of one mind on what constitutes potential competition. It is manifest that if a carrier plead water competition by a river which is not navigable, it ought not to prevail; so, if one plead the competition of a carrier which it owns or controls; so, if, in considering a particular traffic—one which cannot be transported by water—if water compe-

tition be pleaded. Probably the best judicial writing upon the subject of competition is to be found in the opinion of Judge Taft in the East Tennessee case. On the bench sat Mr. Justice Harlan, who concurred in the opinion written by Judge Taft. The opinion reads, in part:

"It is contended on behalf of the defendants that the circumstances and conditions of their Nashville business are not similar to those of their Chattanooga business, in that at Nashville they encounter competition which they must meet by lowering their rates in order to secure any business at all, while at Chattanooga such competition does not exist. This competition is said to be of two kinds:

"First, the potential, but not actual, competition afforded by the situation of Nashville on the Cumberland river, by which it may be reached nine months in the year by steamboat from Evansville and Cincinnati. This gives Nashville water communication with points on the east and west trunk lines, whose rates are 33½ per cent less than the southern rates, and thus, it is said, makes it practically a trunk-line point. The evidence does not sustain the claim that in respect to through rates from New York to Nashville via Ohio river points the river competition has any effect whatever. The witnesses for the defendants admit that no through freight from New York to Nashville is ever carried by the Ohio and Cumberland rivers; and this although the rates by river are from twenty to twenty-five per cent less than the proportion of the through New York rate to Nashville, collected by the Louisville & Nashville railroad company for carriage from Cincinnati to Nashville. But it is said that if the rate is increased to Nashville so as to make it the same as that of Chattanooga then the river lines will become formidable competitors of the Louisville & Nashville railroad company in the through traffic; and freight experts have been produced by the defendants who vaguely express the opinion that to increase the additions made to the trunk line rates from New York to Cincinnati by the Louisville & Nashville railroad company, for its part of the through carriage to Nashville, would induce river competition on this traffic.

"There has been presented to us an able argument to show the powerful effect of potential water competition upon railway rates in cases where comparatively a small percentage of the freight is actually carried by water. The effect of the Erie canal upon grain rates of freight is cited as a significant illustration. We fully concede much of what is contended on this head, but we find it to have little or no application to the case in hand. It appears by the undisputed evidence that the rates of the Louisville & Nashville railroad from Cincinnati, Louisville and Evansville have practically destroyed, not only the New York through business by river, but the local river business from those points to Nashville. The total amount of traffic on the Cumberland river to Nashville is so insignificant, as compared with the local traffic to the same place, that it is not worthy of notice. Now, the local railway rates to Nashville from Ohio river points are about fifty per cent higher than the through rates on New York shipments between the same points. To make the through New York rate to Nashville the same as that to Chattanooga, the Louisville & Nashville company will not have to charge as much for its part of the carriage as its local rates. If the local rates have reduced river transportation to a minimum it is clear that any increase of through rates, under which they would still be less than local rates, cannot affect river competition at all. In other words, the margin of possible increase in the through rates, without affecting river competition, includes all the increase in rates required to comply with the order appealed from, even if the carriers elect to bring about the equality enjoined in the order by increasing the Nashville rate to the Chattanooga rate. We may, therefore, eliminate Cumberland river competition as a factor in reaching our conclusion.



# Cost of Coal Handling Machinery and Pockets

The cost of a retail coal pocket will vary widely with local conditions as will the cost of a coaling trestle. As between the trestle and the mechanical pocket there can be no question that unless the conditions decidedly favor it the trestle will cost more to build, take more space and after the first ten or twelve years be considerably more expensive in maintenance, owing to the rapid deterioration of the heavy timbers and the racking to which these are subjected by the present heavy railway equipment.

Under ordinary conditions the cost of a thirty-foot wood trestle of six hundred ton storage capacity in elevated bins would be about double the cost of a flat bottomed mechanically operated pocket. Building the pocket with a sloping floor raises its price eighteen per cent; that is, the relative costs are: Trestle, 200; flat pocket, 100; and sloping floor pocket, 118.

For a twelve hundred ton capacity trestle with the approach on a four per cent grade filled in for four hundred feet, or up to sixteen feet in height, and the balance timber trestle bents widening into double track at the top, the relative cost would be: Mechanically operated pocket, 100; trestle, 250.

Roughly, the pocket will average seventy-five feet of lumber to the ton of storage, costing about \$55 per thousand feet erected. The machinery will cost from \$1,000 for a six hundred ton pocket to \$3,500 or over for a three thousand ton pocket, depending upon local conditions and relative position of track and pocket.

The advantages of mechanical handling will, of course, become less apparent with decreased tonnage. There is undoubtedly a point at which the tonnage is not sufficient to warrant the expenditure for coal handling. Just where this point is must depend on local conditions and only a careful study of the probable cost can determine what sort of plant is the proper one.

The trestle cuts down the cost of unloading from the car, and if high enough to provide elevated storage bins, lessens also the cost of loading wagons and screening, which last is then accomplished by perforated bottom chutes.

## Advantages of the Pocket.

As between the trestle and the mechanically operated pocket, in addition to the lower maintenance and first cost, the pocket has the following advantages:

First. Provision for rapid and convenient handling of different sizes of coal, wherein the trestle is particularly deficient when several cars are received simultaneously.

Second. Gentle treatment of the coal and decreased breakage through more even handling from the car and through retarding chutes between conveyor and bin.

Third. A maximum of storage capacity with a minimum of space occupied. The long approach of the trestle is done away with, and this, especially in residential sections, is an important item.

Fourth. A cleanly, compact and well appearing yard.

When coal is unloaded from barges, some form of elevating and conveying machinery is practically indispensable. The ordinary swinging bucket forms a convenient and rapid means of handling and can operate in either soft or hard coal. This bucket by its digging and closing action breaks the coal somewhat, and where hard coal only will be handled, some form of bucket elevator is best, preferably with the out-board leg arranged so that the elevator boot can be easily raised and lowered to accommodate the varying height in cargo. Such an elevator with supporting structure will cost from \$2,500 to \$4,000, depending on its height and capacity, and will unload sixty tons of small size or forty tons of larger size per hour.

The cost of unloading from boats will vary from one and three-quarters cents to six cents per ton, depending on tonnage handled.

This form of elevator loads itself automatically until the cargo is nearly cleaned up.

For transferring from wharf to pocket an automatic gravity railway, a cable railway or conveyor is usually employed. A simple, slow-speed scraper line is best from the standpoint of low maintenance cost and certainty of operation.

## The Dealers' Problem.

The problem often confronting the dealer is whether it will pay him to change his present methods, taking into consideration the cost of a new plant. Whether it is advisable must, of course, depend on his tonnage, the relative efficiency of his present handling and the local conditions.

Assume a yard working under the disadvantages of a low trestle siding, where one thousand tons storage can be had, with considerable shoveling in unloading. The average monthly tonnage is eight hundred. Yard expenses \$168 per month, and cartage expenses \$224 per month.

Average Monthly Tonnage 800 Tons—  
Present yard expenses \$168 on 800 tons...\$0.21 per ton  
Present cartage expenses \$224 on 800 tons... .28 per ton

Total yard and cartage.....\$0.49 per ton

Present Cost of Unloading Wagons—  
Driver at .....\$0.15 per hour  
Team at ..... .125 per hour

Total .....\$0.275 per hour

Allowing 20 min. or 1-3 hr. to load a ton, this \$0.022 per ton.

Summary of Present Costs—  
Yard expenses storing coal .....\$0.21 per ton  
Loading in yard ..... .092 per ton  
Carting .. .188 per ton

Total per ton .....\$0.490

Estimated Cost of Operating with Mechanical Plant—  
Yard expenses per month.....\$16.00  
Man operating pocket..... 50.00  
Oil, waste and tools..... 4.00  
Repairs and incidentals..... 6.00

Total .....\$76.00

800 tons for \$76.00, 9.5c per ton.

Cost of Loading Wagons at Chutes—

3 minutes per ton at .275 per hour.....\$0.014 per ton

Estimated Cost of Cartage—

Present cost .....\$0.168

Time saved by team loading.....17 min. per ton

Daily average tonnage.....33 tons

33 x 17-60 .....9.35 hours per day

9.35 hours at .275 per hour—.257 per day or. .078 per ton

Total cost of cartage .168 less .078..... .090 per ton

Summary of Estimated Costs—

Yard expenses, storing coal.....\$0.095 per ton

Loading wagons in yard..... .014 per ton

Cartage expenses ..... .090 per ton

Total .....\$0.199 per ton

Present cost of delivering coal..... .490 per ton

Estimated cost of delivering coal..... .199 per ton

Saving ..... .291 per ton

Or a yearly saving of 12 x 800 x .291.....\$2,793.00

Allowing on a New Plant—

Interest and depreciation and insurance.....12 per cent

Plant should earn .....10 per cent

Total .....22 per cent

Therefore, it would be profitable to spend 2793 x 100-22—

A careful computation shows that a mechanical plant would save over \$2,500 a year, or pay a profit on an investment of \$12,690 for a mechanically operated plant. This sum would cover the cost of a first-class pocket complete with foundations and with a storage capacity of sixteen hundred tons in overhead bins. In this instance it appears that the investment not only would be warranted, but would result in a very material saving, even if a plant with sixty per cent increased storage capacity was provided for.

## Smaller Plants.

As regards a yard of considerably less monthly tonnage, local conditions enter different in each case. Presumably the allowance of fifty dollars per month for the man in charge would be greatly reduced, as his time would often be chargeable to other work.

The operations of mechanical pockets where the tonnage runs from one hundred to one thousands tons per month average, as follows.

These figures are low for small tonnages and high for yards with large operations:

Yearly labor cost .....6c per ton  
Yearly power cost .....2c per ton  
Hourly cost of unloading, i. e.: tons per hour.....1.6c per ton  
Capacity of machinery in tons per hour.....25 to 120  
Per cent of screenings at chutes.....1 to 5  
Annual cost of repairs.....2-10c per ton  
Number of men operating pocket.....1  
Time of loading wagon .....1 to 4 minutes

Even in the large plant it was found that one man could take care of the complete operation of the pocket without difficulty, except in the busy season.

The machinery of this type of retail coal pockets has become practically standardized. The elevator consisting of "V"-shaped steel buckets suspended at intervals of twenty-four inches between two runs of roller chain. At the end of the vertical lift the buckets either move horizontally over the storage bins, or if the horizontal distance is great or the relative location of the pocket and siding requires it, the elevator discharges into a scraper conveyor, consisting simply of a strong chain of detachable links and large wearing surfaces, on which are strung steel pushers or flights. These machines if ruggedly designed should run for years without serious repairs.

An inclined rubber belt conveyor raising the coal to the desired height, then horizontally across the bins may be used. This type of conveyor tends to break up the coal at the discharge point owing to its high speed and is high in maintenance cost. Again, the belt itself, when the most expensive portion of the machinery, is most liable to accident. A piece of steel or other foreign material sometimes lodges in the hopper or discharge chute, and it is often impossible to stop a belt moving at say five hundred feet per minute before it has ripped from end to end.

The slow moving elevator or scraper conveyor under similar mishaps would have a few buckets or flights ripped off, then the heavy strain thrown on the driving machinery would either snap the safety pin or throw out the circuit breaker at the motor.

## Elevating Machinery.

The operation of elevating machinery and belt conveyors in retail coal pockets are analogous to those obtaining in locomotive coaling stations. These are structures similar to retail coal pockets except that the machinery is usually of larger capacity and the chutes are arranged to deliver directly into locomotive tenders. Yearly records from the stations of one of the large eastern railways gives the following. The average number of tons handled per month being 7,800:

Average repairs in labor and material in bucket elevator—7-10c per ton.

Average repairs in labor and materials to inclined belt conveyor—2.6-10c per ton.

The average cost of unloading cars and coaling locomotives was 2.7-10c per ton.

The average cost of fuel for operating machinery was 7-10c per ton.

The last is low, as the boiler plant is usually only partially charged against the coaling station.

Slow speed conveying machinery is best for handling domestic sizes—the slower the better.

In the smaller installations coal is fed directly from the track hopper into the elevator boot, its flow being controlled by a gate adjusted by the attendant. In large plants the floor of the track hopper is formed by a slow moving apron, or else a reciprocating plate so that the feed may be automatically adjusted at its proper rate.

Conveying machinery cheap in first cost is apt to be an expensive proposition. A breakdown does not involve merely the cost of repairs, but the disarranging of the whole operation of the yard and increased costs all along the line from car to customer. A little study of details usually exhibits the reason for the difference in price in different makes of machinery, and the higher price machinery is usually backed up more vigorously after installation by the manufacturer's co-operation and guarantee.

The desirability of large storage capacity is well understood, and while this large emergency capacity can not be obtained in overhead storage, without disproportional investment, there are va-



rious methods by which the storage capacity of a mechanically operated pocket can be largely augmented for emergency, at a small expense, by ground storage. This is usually done by means of an auxiliary conveyor running from the head of the elevator out over the yard upon a trestle. This trestle should be equipped with chutes to prevent undue breakage.

An extension of this kind can usually be installed by local talent very cheaply. The trestle of light hemlock or yellow pine at forty dollars to fifty dollars per thousand feet erected, and the conveyor, the simplest type of scraper line, preferably housed as a protection against the weather. The chief objection to this means of obtaining the additional storage is that the coal is exposed and likely to be frozen considerably just when it is wanted; moreover, it can not be loaded by machinery. This consideration has modified somewhat the design of more recent pockets and the best practice provides for a large ground storage within the walls of the building and protected by them. This can be done without a large increase in the amount of lumber required. This coal is stored by elevating in the main elevator and can be raised into the service bins as desired. If larger reserve is wanted the elevator is given a rectangular path running over the bins and down through a tunnel beneath the reserve storage. This forms the ideal retail coal pocket in which the reserve does not require separate conveying machinery and is instantly available with small cost of handling.

### The Illinois Central Adds 1,435 Freight Cars During Fiscal Year.

The Illinois Central railroad is one of the largest coal carrying roads in the country. Its fifty-sixth annual report, covering the fiscal year ended June thirtieth, 1906, will be of interest. During the year the company operated an average of 4,424 miles of line, and the gross earnings from traffic were \$51,636,405; operating expenses and taxes were \$36,437,470, and the net earnings were \$15,198,935. After the payment of interest and rentals the net income was \$10,862,339. Out of this there were paid two dividends amounting to a total of seven per cent, the amount disbursed being \$6,652,800. There was also spent for betterments \$4,164,739, leaving a surplus of \$1,313,826.

The gross earnings increased \$2,127,755, or 4.30 per cent; operating expenses increased \$1,218,218, or 3.68 per cent; taxes increased \$107,545, or 5.30 per cent; net earnings increased \$801,991, or 5.57 per cent; total income increased \$1,297,473, or 7.56 per cent.

The company has been engaged in several important pieces of construction work, one of these being the Memphis & State Line railroad, designed for freight trains to get around the city of Memphis and thereby avoid heavy grades and congestion on the present line through the city. This road will be a double-track line from Woodstock, Tenn., north of Memphis, to East Junction, Tenn., southeast of the city, a total distance of about sixteen miles. This work will cost about \$1,150,000, and nearly \$275,000 has now been spent upon it. The company is also constructing for its Birmingham route a connecting line from a point near Jackson, Tenn., to a connection with the Mobile & Ohio railway, three miles, and another but much larger connecting link from Corinth, Miss., to Haleyville, Ala., eighty miles. This will make the route to Birmingham consist of Illinois Central from Jackson, Tenn., to a connection with the Mobile & Ohio, three miles, and over that road to Corinth, Miss., fifty-five miles; from Corinth to Haleyville, Illinois Central, eighty miles; from Haleyville to Jasper, Ala., Southern Railway, forty miles; and from Jasper to Birmingham over the St. Louis & San Francisco railroad, forty-one miles. This will make the total distance from Jackson to Birmingham about two hundred and nineteen miles. The cost of building the Illinois Central connection is estimated at \$4,380,000, and land has been secured in Birmingham for a freight terminal which is to cost complete \$1,120,000. At present about \$1,271,000 has been spent on the line

to Birmingham. The company has also begun the construction of a line twenty-seven miles long from a point near Bloomington, Ind., to Bedford, Ind.

The report notes the acquirement of the western division of the Tennessee Central railroad from Nashville, Tenn., to Hopkinsville, Ky., about eighty-five miles, with an option until July first, 1908, to purchase this property. Included in this is the option to purchase jointly with the Southern Railway the property of the Nashville Terminal Railroad Co., including its franchise and belt line. Since December first, 1905, the Illinois Central has operated the western division.

There was spent during the year for betterment of the property \$3,664,517, among the betterments being new equipment consisting of twenty-five locomotives, one dining car, 1,435 freight cars and two work cars. The average weight of rail in main track is now over seventy-four pounds to the yard, as against seventy-three and a half pounds last year. The equipment consists of 1,193 engines, 813 passenger, mail and express cars, 56,227 freight cars and 2,026 work cars. This includes seven passenger cars and 1,001 freight cars for which orders have been given. The company has in service 677½ miles of second track and about 72½ miles of third and other additional main line tracks. To complete the double track from Jackson, Miss., to New Orleans, La., 185 miles, there remains to be put in service about ten and a half miles.

During the year the number of tons revenue freight carrier one mile was 6,230,593,529, as compared with 5,559,139,454 last year. The number of passengers carried one mile was 511,391,077, a decrease as compared with the preceding year, owing doubtless to the fact that the first half of the preceding year included heavy traffic to and from the World's Fair at St. Louis.

### "The Square Deal."

It is no wonder that retail coal merchants frequently lose confidence in human nature. This is especially so during the fall and winter season when customers keep coming in with all kinds of foolish stories about the enormous discounts and big inducements offered by competitive dealers in order to get their trade. They show no signs of conscience and in the belief that anything is fair to beat the coalman they use all kinds of arguments in an endeavor to save a quarter a ton on the price. Too often for the good of the trade dealers are apt to listen to some of these reports, and even if they do not weaken and allow a reduction in price, they are more than likely to grow suspicious and wonder if the other dealer is not guilty. As a matter of fact dealers should learn to see through the "habits" of the average consumer, and when they come in with reports of lower prices the dealer should immediately call up his competitor and find out whether there is any truth in the matter or not. If this plan was followed there would be much better feeling and far less lack of harmony.

Those coal merchants who make it a point to keep in close touch with their customers know that it pays. By keeping in touch is meant making an effort to find out the results which customers have in using different grades of coal, and thus putting yourself in a position to be better able to satisfy and please them. As coal merchants well know there are many people who do not understand the use of the drafts and dampers of their own stoves and consequently are more than apt to blame the coalman for sending a poor quality of coal when in reality they have not used it properly. By explaining these things to the customer he is sure to be pleased and will doubtless become such a warm friend that his patronage will continue indefinitely.



A resolution introduced into the board of aldermen at Louisville, Ky., by Dr. W. W. Barnes is to have all the coal used by the city, which amounts to several hundred thousand bushels, bought at one time from the companies making the best bids. By this method it is thought a lower rate may be secured.

### Correspondence.

WALL LAKE IOWA, November 26, 1906.

Editor THE BLACK DIAMOND:

The withdrawal of the Northwestern Retail Coal Dealers' Association from the International Council of Coal Merchants, on account of the recent decision rendered in the matter of controversy regarding the occupancy of the State of Iowa by the Northwestern and the consequent assumption of the rights of the Coal Dealers' Association of Iowa and Nebraska, is to be regretted, as it places the Northwestern Association in a very bad light on account of its evident unwillingness to abide by the result of an arbitration to which it was a party.

The occupancy of the disputed territory by two organizations of identical purposes is impracticable and has resulted in placing both of the contending organizations at a very great disadvantage and materially affecting the usefulness of both associations, and incidentally has worked a very great harm to the association cause throughout the entire country. The court of inquiry after an impartial hearing of both sides of the question, decided adversely to the desires of the Northwestern association, hence its withdrawal from the council.

By its action the Northwestern Association has deprived itself of the support of the entire coal world, and now must depend upon its individual strength, which, considering its limited influence in the producing and shipping centers outside of the dock points, will limit its efficiency in a very great degree. Shippers of all-rail coal who, at no time have enjoyed any considerable patronage from the governing forces of the Northwestern Association, i. e., the Line Yard companies, will feel free to ignore the claims of the Northwestern Association so far as the Iowa territory is concerned. Much of the benefit of the Northwestern Association to its independent members has been due to the influence of the Associations in the adjacent states, and without this help, it will find its usefulness curtailed to a very great degree.

The Coal Dealers' Association of Iowa and Nebraska has ever stood as a defense for the independent dealer against the encroachment of the Line Yard interests as represented by the Northwestern organization, and is by every reason of right, entitled to the support of the Iowa dealers, and this support should be generously accorded to it now that the Northwestern Association has, by its admission of defeat and its action of withdrawal from the International Council, acknowledged the fact that it is a poacher and therefore not entitled to the respect and confidence of the Iowa dealers.

H. D. PECK.

(Signed)

### Foreign Freight Rates.

W. W. Battie & Co., Produce Exchange, New York, report as follows:

There has been very little change in the freight situation since our last report, and although \$1.45 is offered on large cargoes of coals to Havana, with December fifteenth canceling, owners are not willing to trade at this figure, and the few boats that are available hold at \$1.50. The market is firm for November-December loading, but we anticipate that owners will make concessions for January.

Among the recent fixtures were the following: Steamer Dunholme, 2,133 tons register, Philadelphia to Tampico, at \$1.50; steamer Rosewood, 1,104 tons register, Virginia to Havana, at \$1.50, and steamer Disa, 447 tons register, Norfolk to Manzanillo, at \$2.75.

We would quote freight rates by steamer as follows: \$1.50 to Havana or Matanzas; \$2 to Cardenas or Sagua; \$1.55@1.65 to Cienfuegos; \$1.65@1.75 to Daiquiri; \$1.75@1.80 to Santiago; \$1.65@1.75 to Colon; \$1.90@2 to Port of Spain, Trinidad; \$2 to St. Lucia; \$1.70 to St. Thomas; \$1.95@2 to Barbados; \$1.65@1.75 to Kingston; \$1.40@1.50 and p. c. to Curacao; \$2 to Guadeloupe; \$2.50@2.60 to Demerara; \$1.90@2 to Bermuda; \$1.60 to Vera Cruz; \$1.60 to Tampico; 17@18s to Buenos Ayres; 18@19s to Rosario; 17@18s to Rio; 18@19s to Santos; 12@13s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$6.50 and discharged to Manila; \$6.75 to Japanese ports.



# WIDE AWAKE RETAILING

The progressive coal dealer should keep in touch with ways and methods of dealers in localities outside of the precinct of his home town. Those who remain constantly in the same environment are sure to fall into ruts. They become so accustomed to their own surroundings that they imagine they know all there is to be known about successfully running a retail coal business. No dealer should rest content with bringing his business up to a certain point. He should reach out beyond that point. The moment he feels satisfied that he can not carry improvement any further that moment marks the decay of his business. New ideas and successful methods of retail coal selling is what every coal dealer is looking for. It is the aim of the writer in this department to call the attention of the trade from time to time to ways and means that have been tried by some progressive dealers, and these suggestions should prove valuable to every retail coal seller who can utilize them in his business.

Joseph Rademacher, manager of F. Wittig & Co., Milwaukee, Wis., is the originator of an idea that could be used by many coal dealers with great profit to themselves. Mr. Rademacher, about two years ago, conceived the idea that if he could build a coal office made entirely of hard coal it would be a valuable advertisement for his company. Such has proved to be the case, and if any dealer cares to follow in his footsteps he can not help but reap a large amount of valuable publicity. As will be seen from the accompanying picture F. Wittig & Co.'s office is constructed entirely of coal. The office building is forty-eight feet long by sixteen feet wide and is of frame construction with a finish of Georgia pine and is lighted by electricity. Six large windows afford plenty of light and ventilation. The two sides shown in the picture face intersecting streets. The walls on these two sides only are veneered four and a half inches thick with grate, or so-called broken anthracite coal.

The coal is not assorted with any special reference as to size but taken run of the pile and laid just the same as bricks, with the exception that some cement was mixed in the lavender colored mortar in order to have the mortar set more firmly and to strengthen the construction. The veneering is a very tedious job, but it can be done by any experienced mason. Only about twelve inches high can be masoned up at a time for the mortar must be given a little time to harden. This, of course, depends upon the atmospheric conditions at the time the work is performed. The cost of the coal veneering, including stone window sills, coping, mortar, cement, coal and work is about \$250.00 complete. While Wittig & Co.'s coal office was in the course of erection it attracted a great deal of attention and was the cause of considerable comment by everyone in the locality. It also offered a field for numerous suggestions by the curious watchers, nearly everyone having some better method of doing the work. While it is of course a matter of conjecture, Mr. Rademacher believes that the coal veneer should last about ten years before the coal will disintegrate sufficiently to impair the walls. Some pieces of coal probably will crumble and show signs of falling out within a much shorter time but such pieces can be easily removed and new pieces mortared in. It is an easy matter for almost any retail coal dealer to duplicate this office as the small additional cost of veneering with coal is more than compensated by the advertising value of such an office in any fair sized city.

Mr. Rademacher will not divulge the number of pounds of coal used in the construction of this office. It is his intention, a little later on, to offer prizes for the persons guessing the correct, or nearest to the correct

number of pounds used in this novel coal office. The guessing contest will be advertised in the local papers and this will help to bring a great many people to look over the yard and office with the idea of estimating the number of pounds used in its construction. The present location is a new one for F. Wittig & Co., as they have just moved into their new office and yard.

This guessing contest will help acquaint people with their new location as well as stimulate interest and bring their name before the public generally. Many callers at the new office have shown an interest to know how much coal was used, but this information was withheld for the reason stated. We will publish the particulars of this contest as soon as it has been tried. The office, so far as we know, is the only office in the United States constructed entirely of anthracite coal and

you will find in a confectionery or drug store. In this way your samples will always be clean and attractive to the eye. If you keep your samples exposed to the air they are bound to get dusty and in this shape they are absolutely valueless. I have seen "samples" of coal in a dealer's office that looked dirtier than any piece of coal he had in his yard simply because they had been gathering dust for a year or more without ever being polished up. After you have placed a half dozen or more of these attractive looking jars on your platform it would help to make your window attractive if you put two or three pictures of coal mines or mining scenes in the background. You can secure these by writing to the wholesaler who sells you most of your coal.

It may cost a few dollars to fix up your window but it will pay you and pay you handsomely. The better the dealer fixes up his



Coal Office Built of Anthracite Coal.

it would undoubtedly pay many of our readers to imitate this Milwaukee production.

## Utilize the Windows.

One of the best and cheapest advertising mediums for a retail coal dealer is his window. Most dealers have some window space and it would not be an exaggeration to say that ninety per cent of the dealers overlook this method of publicity entirely. Spend a few dollars in having your windows lettered attractively. This investment will yield a far greater return in new business than you will get for your money in the bank. After you have fixed up the outside of your window see that the other side is fixed up properly. The passer-by reads what you have to say on the glass and the next thing he does is to look in the window. In some coal offices he will find a lot of dusty papers, a monkey wrench and a lot of miscellaneous trash that belongs to the barn. Get a carpenter to build a platform on which you can display samples of your coal. It is a good idea to keep these samples in large glass jars, similar to those

window, the better it will pay him. I was up in St. Paul last June and while there saw a window in a coal office that was a model of perfection. It is out of the question for the small dealer to think of fixing up a window like this one was, but it was an example of what a large dealer can do. This window had an elaborate display of coal samples and at night electric lights of many colors were used to attract attention. I was crossing on the other side of the street when my eye caught the electric sign and it struck me as being a clever advertising stunt.

After you have your window fixed up you can put a light in it at night if you are located in a thoroughfare that is used to any great extent in the evening. Of course a good many dealers are located in out of the way spots, and this would not be advisable in such cases. There are a good many dealers, however, who have an office on one of the main streets and these are the ones who will find it pays to keep their window advertising working at night as well as in the day time.

THE BUSINESS BUILDER.



# General Coal and Coke Notes.

## New Enterprises.

The Newman Land & Coal Co. is to be organized at Nashville, Tenn., in the near future by J. J. Butler, L. Jacobs and J. H. Whallen. The corporation will have a capital stock of \$500,000 and is to develop 51,000 acres of coal land which it has in Cumberland and White counties.

The Globe Fuel Co. has been incorporated at Morgantown, W. Va., to carry on a general business of mining and shipping coal and oil. The company has a capital stock of \$100,000 and the incorporators are J. S. Kennedy, J. W. Rogers, J. C. McMahon, J. H. McGraw and M. T. Sisler.

The International Coal Co., Bear Creek, Mont., has been incorporated with a capital stock of \$100,000, divided into one thousand shares of \$100 each. The principal office of the company will be at Red Lodge, and the incorporators are J. E. Mushbach, Henry Rosseta, William Pryde and Dan Davis.

The Local Coal & Coke Co. has been organized at Pikeville, Ky., to acquire and develop land containing coal and other minerals. The company has a capital stock of \$100,000 and is incorporated by E. E. Williams, P. W. Scott, H. T. Lovett, D. C. Russell, and W. G. Wriston, all of Huntington, W. Va.

The Alex Y. Malcolmson Coal Co., Detroit, Mich., has been incorporated for \$150,000, of which \$125,000 is common stock and \$25,000 is preferred. The company is incorporated by Alex Y. Malcolmson, Alice Malcolmson, William G. Malcolmson, C. B. Grandy, Isabelle Capper, E. May McDonald and George F. Barr.

The Adah coke plant, near Cheat Haven, Pa., has been sold by R. W. Dawson to a party of Uniontown capitalists. The consideration was \$50,000. The purchasers have organized the Adah Coke Co., with the following men as officers: M. Leonard, president; J. A. Strickler, secretary, and R. W. Dawson, treasurer.

## Eastern Notes.

The Dunbar Furnace Co. notified more than a thousand day laborers at its coke works in the Connellsville district of Pennsylvania of an advance in wages of ten cents a day.

Frank Duskey, employed by the United Coal Co., near Connellsville, Pa., has brought suit against that company for \$5,000 for injuries sustained by his four-year-old daughter in July, 1905.

Coal is now being hoisted from the mine of James Harvey at Black Creek in the Hazleton, Pa., region. It is said a vein of coal almost ten feet thick has been discovered and that beneath this there is another large vein.

Preparations are now being completed at the Brooklyn navy yard for a series of competitive trials of coaling warships at sea by which the navy department intends to test the relative merits of the Spencer Miller system of marine cableway.

The Garnet Coal & Coke Co., Pittsburg, Pa., has sold to the Latrobe Coal Co., eight hundred acres of coal land in Derry township Westmoreland county, and the rights of way to the Pennsylvania railroad, the consideration being \$640,000.

The Philadelphia & Reading Coal & Iron Co. has filed a statement of its condition, which places the assets of the company at \$93,918,947, as compared with \$94,431,430 in the previous year. The profit and loss surplus is placed at \$1,369,841, as against \$1,471,150 last year.

The miners formerly employed at the Exeter breaker of the Lehigh Valley Coal Co., at West Pittston, Pa., which was recently demolished, are to be given employment either at the Maltby or West Wyoming breakers. A special train for the exclusive use of the mine workers will be run every morning and evening.

Owing to the scarcity of labor the plant of

the H. C. Frick Coke Co., near Uniontown, Pa., has been equipped with drawing machinery to take the place of one hundred hands that would otherwise have been needed.

It has been learned from authoritative sources that the construction of the Youghiogheny Eastern Railroad, a branch of the Baltimore & Ohio, extending from West Newton, east of Greensburg, Pa., is practically a certainty. The road will open a new coal field along the Upper Sewickley creek.

The Delaware & Hudson Co. has organized at its colliery, No. 5, East End, Pa., a fire fighting brigade composed of the breaker boys employed at the colliery. The brigade is being thoroughly drilled and the boys are paid extra by the company for all the time they spend in practice drills.

Thomas A. Dunn, the well-known broker and promoter, of Wilkesbarre, Pa., is at the head of a new company which has recently purchased forty acres of coal land at Larksville, Pa. A breaker is now in the course of construction, a slope is being sunk, and in less than a month it is thought the company will place a good quality of anthracite coal on the market.

The Lehigh Coal & Navigation Co. have made the preliminary steps to sinking a big eighteen hundred-foot shaft in the ravine east of the town of Cumbola, which will be a big producer when it is fully developed. It will take two years to complete the important coal improvements which will be pushed at that point from this time forward. All of the heavy coal measures from Port Carbon to Tuscarora will be worked by means of this shaft.

The use of electricity is increasing in the mining business. The plant of the Waltersburg Coal & Coke Co., consisting of 150 ovens, will be operated throughout by electricity furnished by the West Penn Lighting Co. which is now stringing the wires from Uniontown to Waltersburg, a distance of about eight miles. The laries, hoisting machinery, etc., will all be operated by electric power. The plant, when completed, will consist of 150 ovens, of which sixty ovens are in operation. It is expected to have the entire plant in operation by the first of the year.

The following coal charters recently announced give a better line on rates than do formal announcements from shipping agencies:

Schooner Geneva, 776 tons, to Cienfuegos, \$2.10.  
Schooner Sallie I'on, 467 tons, to Jacksonville, \$1.10.

Schooner The Josephine, 563 tons, Baltimore to Savannah, \$1.15.

Schooner Bayard Barnes, 954 tons, to Savannah, \$1.15.

Schooner Clara A. Donnell, to Boston, \$1.

One of Palmer fleet to Boston, \$1.

Schooner Nathaniel T. Palmer, 2,224 tons, to Portland, 90 cents, made previously.

Schooner Governor Powers, to Portland, 85 cents, previous contract.

Steamer Vlieland, 1,299 tons, range of ports to Cardenas, \$1.65.

Schooner Melrose, 637 tons, to Portsmouth, N. H., \$1.15.

A constantly growing demand for coals for both domestic use and for foreign consumption, to be sent out in bottoms from the coal piers here, is a feature of the trade. In the face of car shortage a considerable movement is taking place along these lines, and every effort is being bent to get coal to destinations. The main business north is contract tonnage, and those having such contracts are reported as unable to get their coal as fast as they had hoped. Some reserve piles are reported as being depleted in the New England section, and in this regard the failure of water power in the section is said, by Baltimore coal men who have been in the territory recently, to be cutting a considerable figure.

The demand for southern delivery is also more active. In this regard there is said to be complaint of slow release of vessels at various ports. At the discharging ports the railroad companies are all busy and short of equipment, and some vessels have been held as long as eight or ten days. This is given as one factor in the recent advance of vessel freight rates.

## Western Notes.

The Pittsburgh Coal Co. has made the final payment on the 300,000 shares of River Coal common stock purchased from a syndicate three years ago. The payment was made through the Union Trust Co.

The Commercial Association of Pendleton, Ore., has requested the O. R. & N. railroad to remove its coal bunkers at that city. These bunkers are said to be a menace to the traveling public and an obstruction to passengers on boarding or leaving trains.

Coal operators of Oskaloosa, Buston and What Cheer, Iowa, have purchased the holdings of the Iowa Coal Mining Co., Des Moines, comprising leases on one thousand acres on the Chicago, Burlington, & Quincy railway four miles southwest of Des Moines.

## Southern Notes.

While drilling a well near Berkeley Springs, W. Va., a vein of anthracite coal seven feet thick was discovered. The coal is at a depth of 125 feet and is of the same quality as Pennsylvania anthracite.

The entire output of the Henry County Coal & Coke Co., Lookout, Ky., has been contracted for by Maynard Brothers, Columbus, Ohio. The maximum daily capacity of the mines is fifteen hundred tons.

A new and modern coal chute is to be erected in the near future at Louisville, Ky., by the Pittsburgh, Cincinnati, Chicago & St. Louis Railway. The structure will have a concrete foundation and be sixty-seven feet high.

The Northern Coal & Coke Co., of Kentucky, has sold all its lands in the eastern portion of that state, comprising 355,000 acres in the Elk-horn district, to a western syndicate headed by A. M. Chisholm and John G. Williams, of Duluth, Minn.

A party of Lexington capitalists, headed by C. J. Bronston, have purchased five thousand acres of coal land in Lee county, Kentucky. The construction of a tram line to connect the land with the Louisville & Atlantic railway will begin at once.

The Black Mountain Coal Land Co., operating coal lands throughout Kentucky, has purchased 18,000 acres of coal on Black Mountain, Harlan county. The land contains seven veins of the finest steam, gas, coke and domestic coals in the bituminous fields.

A syndicate composed of Maryland and Pennsylvania capitalists has closed a deal for five thousand acres of coal and timber land in Perry and Knott counties, Kentucky, the consideration being \$32 per acre. The Lexington & Eastern railroad is contemplating building a branch to the property at once, from Jackson.

It has been brought out by the Interstate Commerce Commission at Louisville, Ky., that the Louisville & Nashville railroad owns \$78,000 of the \$200,000 bond issue of a certain Kentucky coal company; also, that the Louisville Property Co., which is owned by the L. & N. road, owns 42,000 acres of coal and timber land in Kentucky and Tennessee.

## Beech Creek Tonnage.

The tonnage originating on the Beech Creek branch of the New York Central railroad for the week ending November seventh, amounted to 42,839 tons, making a total to that date of 5,388,397 tons, as compared with 7,658,523 tons for the corresponding period last year, a decrease of 2,330,126 tons.

Coke tonnage for the same week amounted to 2,053 tons, making a total this year of 62,578 tons, as compared with 74,687 tons for the same period last year, a decrease for the present year of 62,578 tons.



## Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
New York, Nov. 29, 1906.

There has been no let-up in the demand for anthracite coal, and the activity developed in the past few weeks continues. The feature of the situation seems to be chiefly due to a shortage in the car supply, though it is also evident that coal is being more eagerly bought for this season than has been usual in the past. It has produced some uncomfortable situations in that the demand most urgent for coal is for the sizes which are the least available at this time. The favorable size for which the larger proportion of orders are calling is chestnut, though stove is also in big demand, and cannot be furnished in the amount desired. The stocks of these sizes are, however, not as large this year as has been usual when other sizes were in equal demand, and is therefore hard to be accounted for. The question of greatest interest to the producing roads at this time is to know where all the cars have gone to. The shortage at the moment is probably more accentuated than had previously occurred, and is embarrassing shippers in many cases quite seriously.

The difficulty of getting cars back to the systems is thought to be due to the greater need for them this year, in connection with the heavy demand from the west, and the increased traffic developed in that territory for shipments east has retarded equipment for longer periods.

### Shipments to West Still Large.

The demand from the west creeps on insisting for further shipments to that territory before navigation closes, and is of an amount which seems impossible to accomplish with the supply of cars available. Stocks at the lower lake ports are generally reduced to a point where coal has to be taken direct from the mines for loading vessels to go west. This will likely restrict the movement of tonnage to those ports and make stocks short at them. It is now expected that insurance on cargoes will be withdrawn in about a week, which is considered the closing period for safe navigation, though an occasional cargo if weather holds good, may risk making later trips. It is hoped that with lake trade out of the way, a fuller supply of cars will get back in service on the coal carrying roads.

### Line Business Active.

The all-rail trade, from practically all consuming points, is supplying a quantity of orders that cannot be promptly filled with the anticipated increase of cars to reinforce the present equipment the situation may be somewhat relieved, but the opinion is that market is likely to continue strong into the winter months. The business accumulated in the hands of shippers

up to this time, is by far in excess of the tonnage that could be delivered upon it. Many of the outlying districts and territory of foreign roads have received but a small percentage of their requirements. In instances very few cars have been obtainable for this class of trade and on some routes shipment is entirely embargoed in order to prevent cars being retained by other railroads. This has had the effect of making buyers anxious about their future supplies, and assures the trade of a large movement of tonnage to it. The stocks that were believed to have been in consumers' bins and dealers' yards were evidently depleted early in the season.

The coastwise trade is likewise in need of a greater supply than it has received for weeks. Improved weather conditions has permitted somewhat better shipments to be made in the last few days, and if not disturbed a full supply should reach these ports soon. Some of the companies report the storage pockets in this locality to have but little coal in them, the bad weather preventing a storing in any amount.

At New York trade is brisk, causing delay in some cases. Harbor boats are scarce and fogs frequently interfering is making freights firmer. Stove and chestnut sizes are short and no one seems to have a sufficient supply of them to fill the wants. The steam grades are very strong and in large demand. Prices are firm and on special grades show a slight advance. The reduced output on these sizes recently has created a shortage on No. 2 buckwheat.

### Bituminous Coal Market Firm.

The Atlantic seaboard soft coal trade seems to be in a strong position. There is no surplus of coal to be had at any of the shipping ports, and there appears to be a pressure for shipment beyond that which is in sight. This is not represented so much by prices, which, however, are strong and fairly high. Good grades of coal seem to fetch around \$2.70 to \$2.80 f. o. b. New York harbor shipping ports, with the better grades running up to \$3.00. The car question seems to be the most important feature. The short supply is restricting the trade to a considerable extent, whereas some of the transportation superintendents will not say that they cannot furnish cars, yet the results to many of the operations are practically nothing, and apparently the railroads at the present moment have thrown up their hands, many operations not receiving more cars for coal during the entire week than they could move in one day if they had the equipment. Indeed, it is questioned in a number of instances on account of the supply being so poor, whether the railroads can really be sincere in their efforts to provide more cars. These car conditions are such that it may bring about a uniting of certain coal interests to take up the question of the supply, and especially of the dis-

tribution, and it is intimated a later presentation of these facts may be placed before the proper authorities if quick results are not produced.

The vessel supply is improving somewhat, and vessels are arriving from the east. This is a relief to many of the people whose shipments have been held up on this account. Some slightly lower rates have been made than were spoken of in the last week or ten days.

The labor situation seems to be unchanged. It is generally short of men in the soft coal regions, and this condition is not at all helped by the shortage of cars, which makes the miners discontented on account of the little work being done.

Trade in the far east is improving, and we hear of orders from people who heretofore have been quoted as having large stocks of coal on hand and not desirous of taking on more, are now sending orders into the market for prompt shipment.

Trade along the sound is very active, and large quantities of coal are being asked for in this territory. The short supply of sound barges is interfering to some extent with this trade. We understand that there is some demurrage accruing at the New York, New Haven & Hartford railroad receiving points, but this is from a lack of New Haven railroad cars to receive the coal on arrival.

New York harbor trade is rather short of coal. There is no coal standing at the tidewater shipping ports of any extent, and the car supply has curtailed the shipments of the tonnage coming forward materially. The market generally is strong, and purchasers are rather looking for more coal than can be had at the moment. Harbor boats are scarce and freights are advancing slightly.

All-rail trade is active, and prices are strong and advancing; \$1.50 f. o. b. cars at the mines does not seem to be an extraordinary figure for fair grades of coal, with the best grades ranging upward.

Transportation from mines to tide is not as fast as it was during the summer, coal taking around a good week to run through to tide. Car supply is poor on all the roads, some being worse than others. We hear of ten per cent of the demand being given in a number of cases, while very few are securing over fifty per cent of their needs. There is some talk of favoritism, but this is always the case under like conditions.

The coastwise vessel market is beginning to receive vessels back from the east after the long delays brought about by the bad weather prevailing during the month. Prices are very steady, with a slight tendency toward weakness.

We quote current freight rates from Philadelphia to Boston, Salem and Portsmouth, \$1.00 and discharge, with loading and discharging clause; 80 to 85 cents and discharge to the Sound, with loading and discharging clause.

## Market News from Buffalo and Great Lakes.

BUFFALO, N. Y., November 29.—Milder weather has served to somewhat modify the demand for domestic sizes of anthracite, this week, but there is still sufficient business to keep the sales agents guessing how they are going to keep up with their orders. Rail business is in much the same condition as last week, many belated buyers sending in rush orders, for the demands of consumers are still in many cases unsatisfied.

Lake business has been a trifle better for the past seven days, as the relaxation in line business has served to strengthen the supply available for the water route, and besides, the amount of ton-

nage available has been heavier. There is little possibility, however, that the shippers will be able to reach the figures attained in November of 1905, for the month is so nearly gone that no matter how active forwarders may be, they cannot overcome the discrepancy, amounting to something like seventy-five thousand tons.

Shipments for the past week are again marked by the small number of cargoes going to small ports. Chicago gets more than half of all coal sent forward. Total shipments amounted to 98,300 tons, distributed as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	59,200	Sarnia .....	750
Duluth .....	12,200	Windsor .....	1,100
Toledo .....	2,000		
Milwaukee .....	13,450		
Superior .....	9,600		
Total shipment for the month to date has been.....			
328,625			

There has been no visible improvement in the car supply, and this, with the heavy demand made by the lake trade, has served as a drawback to the rail business. It is figured that with the close of navigation early in December a relief from the supply shortage which has delayed the filling of orders, will be had, and that there-



after a much livelier rail trade can be properly cared for.

Some comment was caused by the failure this week of Walter J. Donaldson, a well-known local dealer. Mr. Donaldson filed a petition in voluntary bankruptcy, early in the week, in the office of the clerk of the United States district court. In the petition, liabilities of \$71,436.69 are given. Of these, \$10,635 are secured liabilities. Assets are stated as \$5,267.96, of which \$1,905.90 consists of open accounts due the petitioner and clothing valued at \$75, claimed exempt. The principal creditors of the petitioner are the Manufacturers and Traders National bank of this city, to which there is an indebtedness of about \$13,635; to E. L. Hedstrom, \$3,564.23; to M. A. Donaldson, \$5,520.61; to Charles H. Donaldson, \$10,000, and to M. A. E. Donaldson, \$31,496.34.

The supply of bituminous coal in the Buffalo market is about the same as last reported, but while there is no demand for any particular grade, still it has been a hand to mouth problem and if we should have a snowstorm there will be undoubted famine in some particular grade. Some of the operators shipping coal into the Buffalo territory from the Allegheny Valley report trouble with the miners in getting them to work regularly.

Even those mines which have a fair supply of cars cannot get the men to do more than about one-half the normal amount of work. One of the large operators had his mine shut down for two days on account of the miners engaging in a rabbit hunt, on the opening of the game season. While it appears ridiculous to suppose that such a desire for sport should control the men as to cause a shut-down of a mine employing

150 men, still it is true, and serves to demonstrate that the men will take advantage of any excuse to avoid work.

The Alcola Coal Co., which has been shut down since last April, has resumed operations with an increased output.

Mines in the Allegheny Valley district report conditions as being about the same as last week, the available supply being about fifty per cent of the requirements.

Many large consumers are in the Buffalo market endeavoring to pick up spot coal, but the conditions of the various railroad yards in Buffalo, being practically destitute of coal, prevents the transaction of much business along this line.

One of the peculiarities of the condition of the trade in Buffalo is that while the price of \$2.75 is being charged for Pittsburg lump coal to vessels coaling at this port, the same coal is being sold on cars at Buffalo at \$3 per ton. In other words, the present price of Pittsburg three-quarter lump is \$1.75 on cars at the mine, with a freight rate of \$1.25 added to Buffalo, makes a freight rate of delivery at \$3 per ton. There are only two coal shipping firms which are supplying Pittsburg coal, the balance of the shippers using various grades with which to supply their fueling docks.

The car shortage is still proving a great handicap for the bituminous dealers and shippers, but it is understood that Cleveland is to suspend lake shipments after Saturday, which will have a tendency to increase the car supply in general. It is understood that the Pittsburgh Coal Co. is behind something like a million tons on its lake shipments.

tering of vessels of suitable tonnage to carry such cargoes to the light draught points. This class of trade is thought to be still short of its full requirements for the season and is making every effort to get more coal forward before ice makes, regardless of the increased costs. The coastwise business has been greatly hampered during the past two months by storms and bad weather, curtailing the amount of tonnage that arrived here quite materially and it is no doubt because of this condition that the present situation is so accentuated, giving promise of a protracted period of activity.

#### Line Trade Is Heavy.

There is no let-up on the all-rail business of the New England states and shippers report being flooded with orders away beyond their ability to deliver. Most of the roads on which the tonnage originates and has connection with the lines in this territory do not seem inclined to favor sending cars to them, when their own line trade demands more equipment than can be furnished in all cases. A little later when things ease up there may be more cars that can be given to this trade.

The sound business is active and not receiving all the coal they desire, being back on the shipment of orders placed a month ago.

#### Bituminous Market Strong.

There is a strong tone to the bituminous market at this center. The standard grades of Hampton Roads and Georges Creek have been generally sold up at full prices and there remains little to offer buyers. The difficulty continues to be the transportation of coal in sufficient amount to enable consumers to get a supply of tonnage ahead. The delays for several months past have been quite serious, being restricted by bad weather conditions, an actual shortage in vessel tonnage from several causes and the slow arrival of coal at the loading ports.

This has hardened the market to some extent and for urgent needs buyers are willing to pay a premium over the current quotations. There is some Pennsylvania coal coming to this trade and is freely absorbed at fair prices. Some of it is also being shipped inland from the rail connecting points owing to the shortage of cars for all-rail delivery from the mines. The vessel freights are high, with craft of all kinds scarce and in large demand. Rates to Boston are about \$1.00 from all ports.

#### Baltimore Shipping Trade.

BALTIMORE, MD., November 27.—(*Special Correspondence*).—One of the worst car shortage situations ever faced by the trade here is on at present. By working with might and main the handlers of soft coal here have been able to meet contracts. Outside of the covering of their contract obligations, however, there has been hardly a ton of coal to dispose of by the larger corporations. Some of the smaller shippers, who have not tied up their business so thoroughly with contract obligations, are now reaping the benefits of higher prices from the sale of what coal they can force through with pleadings or threats.

Within the past ten days the prices for all grades of bituminous have been moving upward. All sorts of prices are quoted for coal, and it is hard to get at anything like a settled basis for quotations. Some fellows who tell you that the price is so-and-so often base their statements on their wishes or expectations, or on what, while feeling independent because of having very little if any spot coal to offer, they have demanded from some consumer who they know must have fuel. There is no doubt, however, that bituminous has taken a jump, and present indications are that it is going considerably higher. While even higher than \$2 is announced by some handlers of Georges Creek as the price for that fuel, a fair statement would place it at about \$1.95@2 at the outset of the present week. As this fuel could be secured a week ago around \$1.75 the advance can be seen to be at from twenty to twenty-five cents. Lesser grade coals have mounted in about the same proportion, although the range of prices is probably wider than for Georges Creek and other high grade fuels.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., Nov. 30.—(*Special Correspondence*).—There continues to be a good demand for anthracite coal and enough business is in the hands of all shippers to keep them busy for some time to come. Indeed, the companies are receiving more orders for the domestic coals than they can ship. The car shortage has as yet not shown any improvement and with supplies in dealers' yards nearly exhausted, making the shipments very urgent, the arrival of coal from the mines is insufficient to provide for current needs, especially of the red ash varieties. Some sizes for free burning coals have become quite scarce. Chestnut is probably the most affected, though stove is also strong. Pea coal is now one of the popular sizes as a domestic fuel and is increasing in demand. The city retail dealers find this trade growing so rapidly that it is at times difficult to obtain the quantity needed. On this account an advance in price of twenty-five cents per ton was made at retail and went into effect the first of December. The new price is \$4.75 a ton, being two dollars less than the domestic sizes, which compares with the companies' prices at the mines. It is stated that this size has so largely become a domestic fuel with householders in the several years past that it may soon be placed upon the list of the domestic sizes. If this was done the size would likely be slightly enlarged by changing the screens.

#### Coastwise Trade Active.

The demand for shipment to coastwise points beyond the capes of the Delaware is brisk. Orders from the shoalwater ports have been delayed through bad weather and are now urgently calling for delivery upon them. The season is getting late and if restriction further prevail some of

this trade may go short of their usual winter's supply. Already captains of vessels suitable for entering these ports are declining charters, though no signs of ice are as yet perceptible. The number of small barges are being increased by some of the companies for delivery to this trade to take the place of small schooners that are becoming less available than they were formerly. Retail trade is active with prices at \$6.75 a gross ton well maintained.

#### Bituminous Market Unchanged.

The bituminous coal market remains in the strong condition reported last week. Most producers have more business than they are able to ship promptly and are therefore not inclined to accept further obligations, except at advanced prices. This is holding the trade firm and prices range from \$1.25 to \$1.50 for average steam grades, with coals even higher, f. o. b. cars at the mines. The principal shipments being made are upon the season contracts, though the urgency for spot coal from other interests is being freely offered and is receiving attention where cars can be obtained to move it.

The car situation is still the feature most prominent in the trade and no one is receiving much over fifty per cent of the supply needed and on some roads it is considerably less than this. The all-rail business continues to dominate over the shipments to tide. The vessels at these points being in short supply and uncertain as to their arrival, keep these markets pretty bare of coal, shippers not wanting to be embargoed. The vessel freights from here to Boston, Salem and Portland have been quoted at \$1.00 and 85c to the Sound.

## The New England Trade.

BOSTON, MASS., Nov. 30.—(*Special Correspondence*).—The hard coal market shows a good demand at wholesale and better shipments are reaching the discharging ports. Some buyers find it difficult to procure the sizes in greatest demand as promptly as is desired, these being chestnut and stove coal, but it is not seen why the trade should have changed its liking in this respect, having heretofore been large users of egg

size. This coal is not only more economical in its cost, being in this locality twenty-five cents lower in price than stove and chestnut, but is a more economical fuel in that it runs larger in size and contains less impurities. Yet it is hard to account for the whims of the public that generally insists on having what it wants.

Despite the fact that coal freights are high on outside craft there has been considerable char-



# Eastern General and Personal Notes.

It is reported that the Lehigh Coal & Navigation Co. expects to make extensive improvements to its property in the Panther Creek Valley (Pa.) during 1907. This will include the development of a large territory and the erection of six new breakers.

The Dodson Coal Co., which has been testing the Diamond vein of coal at Kaskawilliam, Pa., for the past month, will sink a slope at that town in the near future. The prospects are that this operation will be one of the largest in the Schuylkill valley.

The New York Central & Hudson River Railroad Co. announces that Mr. H. W. Henry, general coal agent, having resigned to engage in other business, all correspondence and reports relating to the coal and coke traffic of these lines should hereafter be addressed to the coal traffic manager, F. E. Harriman.

L. T. Wightman, manager advertising department of the Ingersoll-Rand Co., New York, leaves for a trip to Denver, Colo., on Monday, December third, to spend a month in recreation. He will remain at his former home in that city and spend the Christmas holidays with his parents and family.

J. Brewster Gere, a prominent coal merchant of Syracuse, N. Y., was in the city for a few days last week, visiting a number of the coal interests with the view of contracting for future business. Mr. Gere says that the coal trade in that locality and the lake region is much improved, and looks for a good season's business this year.

Stephen B. Elkins, Jr., general manager of sales of the Elkins Coal & Coke Co., New York, returned from a ten weeks' trip abroad, on Tuesday, November thirteenth, via the Kaiser Wilhelm II. Mr. Elkins spent most of his time in Paris, though also visiting several other countries on the continent. He had a very enjoyable trip and feels greatly benefited.

President W. H. Truesdale, of the Delaware, Lackawanna & Western railroad, announced several days ago that the company will grant a ten-hour day to all trainmen in its employ. This concession, which already had been granted the engineers and switchmen, and will be made applicable to all other employees, and the order will be made effective so far as it is possible to operate a railroad.

Francis S. Coxe of Asheville, N. C., a son of the late Frank Coxe, a banker and coal operator, died early Thursday morning of last week, at the Bellevue-Stratford, Philadelphia. He went to Philadelphia from Asheville about ten days before, and was indisposed for several days. Mr. Coxe was forty years old. His death was due to a complication of diseases. Interment at Rutherfordton, N. C.

Work was completed recently on the Delaware & Eastern railroad, which is the first link in an independent coal road to connect the anthracite fields of Pennsylvania with the Boston & Maine, to reach the coal markets of that territory. This link of forty-five miles extends from East Branch, N. Y., on the Ontario & Western, to Arkville, on the Western & Delaware. It is to be a branch of the projected Schuylkill & Southwestern railroad, and will open up the Schoharie Valley, one of the most fertile districts of New York state.

At a conference between the trainmen and A. T. Dice, general superintendent of the Reading Railway Company, on Saturday last, the demand of the men for a ten-hour day was rejected. The men were told that the company had granted them a substantial increase in wages and made other concessions, and in view of this nothing further could be expected for the present. The men affected are employed in the freight and coal train service and include the entire Reading system. The meeting was held at Reading, Pa.

The Department of Docks and Ferries of New York city awarded the pea coal contract of ten

thousand tons, to be furnished the municipal ferries at Thirty-ninth street, South Brooklyn, to Curtis-Blaisdell Co. The price delivered in bins is \$3.35. Other bidders on this business were W. J. Quinlan, \$3.53; W. Farrell & Son, \$3.43; W. C. Mason & Co., \$3.46. The Curtis-Blaisdell Co. were also awarded the twenty thousand ton pea coal contract, on October fifth, by the department, at \$3.13 a ton, delivered in bins at St. George, Staten Island.

The adjustment committee of the Erie firemen had several conferences, one with Manager Stuart of the Erie road, in the Bowling Green building, New York, during the week. This conference, which may last for several days longer, is to fix the wages of the firemen on the basis of an average of the wages to be paid by three competing roads, which have settled with their firemen. The firemen and Grand Chief Hannahan have accepted the proposition of General Manager Stuart to have their wages adjusted in this way. Mr. Hannahan said he would have nothing to say until all the meetings were over.

The Boston Chamber of Commerce reports that receipts of domestic anthracite and bituminous coal at Boston, Mass., the past month and since January first, this year, compared with the same period the previous year have been, anthracite, 164,806 tons and 1,324,717 tons, as against 192,536 tons and 1,612,502 tons, respectively, a decrease for the month of 27,730 tons, and up to October thirty-first, a decrease of 287,785 tons. The reduction during the month was no doubt due to the bad weather, restricting the movement of water transportation. Bituminous, 257,904 tons, and 2,475,043 tons, as compared with 248,767 tons and 2,338,584 tons last year, an increase of 9,137 tons and 137,469 tons, respectively. The receipts of provincial soft coal to November first were 551,840 tons, as compared with 497,468 tons for the same period in 1905, an increase of 64,372 tons.

The seven-masted schooner, Thomas W. Lawson, which was converted from a coal carrier into a tanker for carrying oil, arrived at the port of Philadelphia on Friday of last week, with 2,500,000 gallons of crude oil in bulk from the oil fields of Texas. The Lawson's arrival is important for the reason that she is bringing the largest cargo of oil ever shipped to that port in a single vessel from Port Arthur. She was anchored at Deep Water Point to let lighters take off part of her cargo, so that she could safely pass the shoal areas and reach her discharging berth at Marcus Hook. When the boat passed in the Delaware Capes she was drawing twenty-eight feet of water. Only one other sailing vessel in the world exceeds the Lawson in size and tonnage. When she was constructed about four years ago for the coastwise trade her launching caused quite a stir in maritime circles, as she held the record for being the largest sailing vessel afloat. Since then a Hamburg firm has built a five-masted ship of greater tonnage than the Lawson.

J. D. Kurtz Crook, who died at his home in New York city on Thursday, November fifteenth, of paralysis, after a lingering illness, was for a number of years prominently identified with the coal trade in this city. After retiring from this business in March, 1897, he held a position with the Crane company for a little over a year, but his health was slightly failing then. In 1899 Mr. Crook first suffered from a paralytic stroke, which was followed by five similar afflictions, in the intervening years, the last of these occurred on November eleventh, 1906. He was a native of Baltimore and highly connected. His first entrance into the coal business in New York was as commission agent for James Boyce's Franklin Georges Creek Coal of Baltimore, in 1875. The following year he took A. G. Perham in his employ and was connected with Mr. Crook to 1883, when a partnership was entered into, under the firm name of Crook & Perham. When the firm went out of business on March fifteenth, 1897, Mr. Perham continued in the trade, with an office at No. 1 Broadway, up to his demise in March, 1901. Mr. Crook was prominently identified with church work. He was sixty-two years of

age. The last services were held at his home, 144 East Thirtieth street, New York.

Spot coal is indeed *rara avis* in this section just at present. It would seem that almost every ton of coal that is coming in is of contract character.

The export business here is still booming, in spite of car shortage troubles. From the first of January to the middle of November, 387,305 tons of coal were loaded into bottoms from the piers here for export, against 339,112 tons for the same period of last year, an increase of 48,193 tons. The coke exports were 50,045 tons, against 25,700 tons for the same period of 1905, an increase of 24,345 tons. The value of the coal and coke exports this year to November 15 were \$1,142,974.50, an increase in value over the exports of 1905 of \$190,549.14. The banner month this year was July, when 53,442 tons of coal and 5,560 tons of coke were exported.

It is understood that the Western Maryland railroad has purchased the Georges Creek and Cumberland railroad. It will form one of the links in the Gould line to the west. The coal lands adjoining the railroad, it is stated, are not included in the deal.

Charter rates have not changed materially, and vessels are still hard to get as desired. The latest Mexican charter, that of the steamship Dunholme to Tampico, at \$1.55, is at a reduction, some recent charters to that port having been up to \$1.80.

The second annual report of the Coal & Coke railway covers the fiscal year ended June thirtieth, 1906. Since the last annual report was issued the road has been completed and put in operation with a total length of 195 miles, of which nine miles are operated under a track-lease arrangement with the Western Maryland railroad. The gross earnings were \$550,683, an increase of \$160,130, and the operating expenses were \$387,607, an increase of \$118,378, the net income of the railway department was \$139,995, an increase of \$34,655, and the net income of the coal department was \$61,022, all of which was increase. The total net income was \$201,017, an increase of \$95,677.

Much of the report is devoted to a description of the purposes of the company, its construction and its properties. It is primarily a coal railroad, and it was built principally to develop coal property. It owns one hundred thousand acres of coal land and mining rights. These lands lie in Randolph, Barbour, Upshur, Lewis, Gilmer and Braxton counties. These coals are present in large quantities, some of the seams being from eight to eleven feet thick, while the veins run down to something over four feet.

At Gassaway the company established its shops, including a roundhouse, a machine shop, and erecting shop, a boiler shop, a woodwork shop, a coach and paint shop and storehouse.

The equipment of the company consists of thirty locomotives, eighteen passenger cars and 1,843 freight cars.

The company began operating freight trains over the entire road on December third last, and it began operating passenger trains over the whole line on January twenty-first. Through freight between Baltimore and other Atlantic ports is being carried, and this traffic should largely increase.

The total assets of the road are \$22,080,397, of which \$12,196,661 is represented by real estate and stocks, \$7,899,381 in the cost of road and improvements and \$1,634,168 in equipment. The capital stock of the company is ten million dollars, and the funded debt, first mortgage bonds, amounts to \$9,268,000.

The road carried 506,561 tons of freight during the year, and the tons of freight carried one mile were 20,277,733. The earnings per mile of freight trains were \$21.00, and the average amount received from each ton of freight was 60.1 cents; the average amount received per mile from each ton of freight was 1.66 cents. The number of passengers carried was 205,838, and the passengers carried one mile numbered 3,903,832; the average amount received from each passenger was 56.1 cents, and the average amount received from each passenger per mile was 2.95 cents.



# SALESMANSHIP AND ADVERTISING SUGGESTIONS

## "AD" CRITICISMS.

Some advertisements have been selected this week to represent the principles governing attractive set-ups and illustrations. A good illustration must be characterized by features which attract and develop interest, thus inducing the mind to read the "selling talk." Another feature of a good illustration is that it must suggest an association of ideas which will add force to the "selling talk," and therefore strengthen it. Such an illustration immediately brings the mind from the world of general interest right down to the advertiser's proposition.

The set-up of type must contain attractive head lines and such an arrangement of matter as will be pleasing to the eye and invite reading on the part of the prospective buyer. Anything in the "ad" which tends to mitigate the reception of the "selling talk" is bad advertising. In the advertisement herewith reproduced of F. S. Jett & Son we would make a claim that the illustration is very bad. It makes one think of a vaudeville show. The prospective buyer would have difficulty in determining whether the character in the picture was trying to accomplish an acrobatic feat in balancing a scuttle of coal while poising himself in a wheelbarrow, or that he had discarded his shovel and was trying to land the coal in the furnace by some new stunt. This kind of an advertisement gets attention all right, but it is not the right kind, simply because it diverts the mind from the subject advertised. People laugh at the ridiculous advertiser, but not with him. Such an illustration does not inspire confidence. The customer reading such an advertisement would probably think that if he went into the dealer's store he would find him standing on his head.

The chief fault with this illustration is in the fact that it brings up a chain of ideas entirely foreign to the subject and which have so little relation to the purchase of coal that the reader passes on to other advertisements without knowing in many cases who paid for the space. One of the leading bicycle houses a few years ago advertised a bicycle by using an illustration which represented a young lady riding one of the wheels with a bull dog following closely behind. Almost everyone knows that the average woman does not derive very much pleasure from riding a bicycle with a dog chasing her and to many it would surely bring up the question that if she purchased a bicycle she no doubt would be chased by dogs. Therefore the illustration actually tends to destroy the sale of the wheel.

Coming back to the "ad" here in question we note that the main head line is "When Coal is Up." It is usually the case that most consumers

are not interested in coal, especially when it is up. It would have been much better to advertise the price definitely together with a statement of

the quality and explain tersely under what conditions the dealer can sell coal of the described quality at prices indicated. The "ad" also states that the dealer has the best dry pine wood in Savannah. This statement also needs explanation because most of the consumers will not readily understand why this firm is in a position to have better pine wood than all other dealers.

The advertisement we reproduce of W. G. Spiller is a good illustration of attractive set-up. The head line is commendable as a means of attracting attention. Almost everyone is interested in saving money on coal, providing the "ad" demonstrates to the satisfaction of the reader how this is possible, and the selling talk is sufficiently strong to develop confidence in the proposition. In this "ad" the reason for saving money on coal is explained by the statement that a large

prices advance. This selling talk is rational and potent in developing a desire to buy the coal at once, on the part of the consumer. The prices



## WHEN COAL IS UP

or down in price, in fact at all times, you will conserve your own best interests if you lodge your Coal or Wood orders with us. We have the best DRY PINE WOOD in Savannah.

**F. S. JETTE & SON,  
COAL and WOOD**

'PHONES 296.

are not prominent enough in this "ad" and no doubt it is just to criticize the dotted line surrounding the three paragraphs in the middle of the set-up. The white spaces at the ends of the paragraphs would have made the reading of the advertisement easier. We would suggest that each of the lines should have been brought out to the same margin as the first line with a paragraph character at the beginning of each paragraph. It should be remembered that the eye involuntarily will follow a line or rule. The value of the paragraph character is to attract the attention of the eye to the beginning of the paragraph rather than to other parts of the set-up.

The using of bold face type for the word "remember" in the first sentence of the last paragraph is commendable. This is an instance of what is meant by using initial characters to attract attention. This word "Remember" stands out so prominently that the eye at once is centered at the beginning of the paragraph whenever one looks at this part of the "ad." It is just possible that the name of the dealer is not prominent enough. On the whole this is a very good "ad" and an excellent example of attractive set-up.

## Suggestion in Advertising.

The clever advertiser will use a large amount of suggestion in his advertising. He will create the fashion; he will establish a custom which will enable him to sell his goods to greater advantage. Department stores use suggestion in their window advertising to promote the sale of many classes of utilities characteristic of the seasons. They create the fashions. Suggestion is also closely related to honesty and fairness, which are fundamental principles of all advertising. In almost every town there are retailers who do not gain the confidence of the buying public. It is often difficult to explain the reason for this condition of affairs, but careful analysis of the situation usually reveals the fact that either the proprietor, the general manner of conducting the business or the appearance of the store, are constantly throwing out negative suggestions. In some cases consumers feel that since the dealer is not thorough in his business, he, perhaps, is not giving them the best article for the money.

THE AD MAN.

## SAVE MONEY ON COAL

By buying your winter's supply

### Before the Price Advances

As a result of the recent strike, the price of coal has been heavily increased, and for the coming winter will be far higher than that prevailing last season

My contract with the operators does not expire until October 1st, and until that date I propose to give my customers the benefit of the present low prices at which I am buying

From now until the first day of October, I will fill your coal bins with the best grade of Carterville coal for \$2.75 per ton for lump, nut or egg; single ton orders, \$3.00. Mine run, \$2.00, for large orders only. If you can use as much as a carload, don't fail to see me; I will make a price that will please you

**Remember** I have constantly on hand the largest stock of Hay, Grain and Mill-feed in Carbondale, at prices which no competitor can beat. Send me your orders. They will receive my most careful attention

'Phone No. 215

**W. G. SPILLER**

quantity of coal has been bought at a special contract figure and that the dealer is in a position to give the patrons the advantage of the low price, providing the coal is purchased before

We have read your journal now for several years and have always found it very interesting.—Cruikshank Lumber & Coal Co., Hannibal, Mo.





OFFICE OF THE BLACK DIAMOND,  
Pittsburg, Dec. 1.

The great army of steamers with their attendant cargos of coal, which left Pittsburg the latter part of last week, are now well on their journey to southern ports. The coal did not all get away and there is still several million bushels of it in the Pittsburg harbor. This amount will be added to each week and if the steamers can get back promptly there will be another heavy shipment sent out. Not for many years have the river mines been so busy. Nor have they worked so steadily. In such times as the present when the railroads can not handle the coal shipments offered, nor supply the cars needed, it is a blessing to many of the heavy consumers of coal in this section that there are rivers upon which coal can be brought to Pittsburg. The supremacy of this great city is dependent upon her coal supply, and the big users of fuel here are wise enough to own mines located on the different rivers that converge at the city proper.

#### The Railroads Criticised.

Shipments of coal by rail each week are dependent upon the car supply. This subject has been harped upon so often that the public is tired of reading about it. Nevertheless, constant agitation of the matter may be of benefit to those who are vitally interested.

We learn of two cases this week that are exceedingly flagrant on the part of the railroad companies and very disheartening to the coal producers. One road, a branch of the great Pennsylvania railroad, in their distribution of cars to the various mines along their line gives out in the proportion of eight to fifty; one-sixth of their actual needs! Is it any wonder that the coal producer is discouraged?

The mines in the district are all more than busy, and many of them are short of men.

The shipments of both coal and coke for the week were exceedingly heavy, and were fully up to the shipments of previous weeks.

There are reports to hand of a number of deals in coal lands, principally in Westmoreland and Washington counties, which are coupled with plans for improvements on an extensive scale. At the present time there are two old mines that are in process of litigation. On the other hand there are at present at least a dozen new mines being started, and several thousand coke ovens in process of construction.

#### Coal Stocks Advance.

In sympathy with the great demand for coal, not only in southern points which are supplied largely by Pittsburg, but in other parts of the country also, the various coal stocks have advanced several points during the week.

The principal coal stocks in Pittsburg are those of the coal combine, viz.: The Pittsburgh Coal Co. and its allied interests, the Monongahela River Consolidated Coal & Coke Co.; both of these concerns are now exceedingly prosperous. Their record for the past nine months has been good, and the prospect is for an increase in business and a tangible and fair sized dividend to be disbursed on January first.

In addition to the stocks of the coal combine there are others in the district, which are incorporated companies, and whose stocks are held by the general public. These latter companies have shared in the general prosperity of the coal business, and it is a well known

fact here that coal stock is now considered a good investment.

#### Views of Miners' Official.

Elsewhere in this letter we quote at some length the views of one of the prominent mine officials of the district. The opinion and commendation of Mr. Whetzel are not only pertinent at this time, but are doubtless appreciated, not only by the miners, but by producers as well. It is a blessed state to be in for a man or a body of men to know when they are well off and are being well treated. This is particularly applicable to the coal miners. If there is any set of men in the country who in the past have shown that they did not know when they were well off and were being treated liberally it certainly is, or rather was, the American coal miner. It is like a whiff of pure air to hear them say that they are satisfied and as a result are prosperous.

#### Prices But Little Changed.

Prices of both coal and coke show some slight change, but not of any importance. Run-of-mine coal is probably a little more plentiful than a week ago and prices are a trifle less; present quotations show \$1.55@1.65 per ton f. o. b. the mine, as compared with \$1.70@1.85 last week. Three-quarter-inch is stronger and higher than a week ago and is selling for \$1.65@1.75 per ton f. o. b. the mine; lump is selling at \$1.85 per ton for December delivery, and \$2 per ton for present delivery f. o. b. the mine; slack continues the same as last week, \$1.00@1.10 per ton f. o. b. the mine. On all grades the demand is heavy and shipments continue much curtailed on account of the continued car shortage.

The coke market continues with but little change. Furnace coke is strong at \$3.20@3.30 per ton f. o. b. the ovens; foundry grade is quoted at \$3.85@4.10 f. o. b. the ovens. On both grades the demand is much above the supply. The coke business has kept up remarkably well during the past quarter and has increased heavily over corresponding months of last year. Quite a number of new ovens have started to produce coke recently, but their product does not seem to affect the general situation. There are many more ovens now under construction, and in some cases their output is sold ahead for some months.

The retail market for coal and coke remains unchanged. The demand continues steady, and a heavy extra demand will come soon, as winter seems to be upon this section now in earnest.

#### GENERAL AND PERSONAL NOTES.

Avey & Irish have leased to F. M. Boynton, the coal operator, a suite of rooms on the twentieth floor of the Union bank skyscraper for a term of years, the total amount of the lease being \$5,500.

Another accident has happened to the big coal fleet that recently left Pittsburg on its way to the south. The towboats Raymond Horner and G. W. Thomas struck their fleets against the Panhandle bridge at Steubenville. Ten barges were wrecked and 125,000 bushels of coal lost.

It is reported that W. P. Snyder, of the Shenango Furnace Co., has just closed a deal whereby he has disposed of a tract of 200 acres of coal property at Fort Ligonier, Westmoreland county, Pennsylvania. Much interest is lent to this deal, as this tract of land is said to be the last piece of coal land in this region undeveloped. The price paid was \$160,000. Mr. Snyder is a heavy consumer of coke, and has under con-

struction at the present time a plant of 100 ovens adjoining the tract just purchased.

At the annual meeting of the Dilworth Coal Co. during the week the following directors were elected: F. E. Richardson, Newton Hemphill, J. Marshal Lockhart, H. P. Dilworth and C. B. McLean. Mr. McLean takes the place on the board of G. M. Dilworth, retired.

Surrounded by water a float and coal hoist owned by the Dilworth Co. burned, while several hundred people looked on. The fire is supposed to have started in the boiler room of the vessel. Two engine companies spouted water on the burning boat. The false work was burned to the water, and the machinery badly damaged. The loss is estimated at \$2,000.

The unusual condition of having loaded craft but no towboats to take them down the river exists in the Pittsburg harbor today. It seldom occurs that a lack of boats prevents shipments. Several million bushels of coal are still awaiting shipment, but it is feared that by the time the steamers can get back the water stage now existing will have passed away.

The Chartiers Block Coal Co., of Pittsburg, has filed a petition in the court of Allegheny county asking for a dissolution of the company. The hearing in the matter will be held at common pleas court No. 1 on Saturday, December eighth. No explanations of cause accompany the formal petition. Attorney John G. MacConnell is the solicitor for the petitioners.

A shortage of coal from the mines is responsible for the posting of notices announcing the closing of the Shenango and Greer tin mills at New Castle. The hot mills alone are affected, all other departments continuing in operation. About one thousand men are placed in idleness. During the close-down coal will be accumulated and repairs made to the plants.

The Fort Ligonier Coal Co. is the new owner of this valuable piece of coal land and it expects to begin active operations at once, opening up the coal and building a block of coke ovens. The Ligonier Valley railroad will extend its road to meet the new operations.

The Marietta-Connellsville Coal & Coke Co. is making great progress in the opening of their new mine at Ligonier, Pa. Six weeks ago operations were started; the two principal headings, main and air, have progressed so far that the company is almost ready to ship coal. The coke ovens that the company is building are also rapidly assuming shape and will be fired within thirty days. Mr. John M. White is the superintendent of the company's operations and has oversight over all the work being done.

The "Coalers" stock of the Monongahela Consolidated Coal & Coke Co., and the Pittsburgh Coal Co., have made favorable advances at the Stock Exchange during the past week. The heavy shipments of coal to southern ports by the Monongahela River Consolidated Co., which is controlled by the Pittsburgh Coal Co., and the possibility that River Coal preferred will get a dividend of two dollars in January against ninety-seven cents last January and seventy-seven in 1904, may have been seized upon as a pretext for marking up the "Coalers" stock. Pittsburgh Coal Common is listed at 18½ and the preferred is selling at sixty and sixty-two. River Coal preferred is listed at 25½ and the common at \$8 per share.

Much interest has been aroused in Washington county regarding the possible future price of coal land in that county. Heavy trading in coal properties has been made recently and many new mines are being opened up for operation. The various township assessors have turned in their reports, which show their estimates of property valuation varies from \$34 to \$500 per acre.

According to the United States geological survey of the county the coal is

of uniform thickness and quality. The commissioners are unable to explain the varying estimates of the value in the different districts and it is expected that much trouble will be experienced in January when appeals from the assessors' figures are heard and adjustments made.

Stephen A. Whetzel, member of the executive board of district five, United Mine Workers, is quoted as saying regarding affairs in the district: "Reviewing and summing up the whole situation it is safe to state that there has never been a time in the past when the mines in this district have operated more steadily than during the present season, and more specially is this true of the river mines."

"While at the announcement of the present scale period there was no little friction between the district organization and some of the coal companies as to the terms of our agreements, at the present time, I'm happy to say, all differences have been adjusted satisfactorily and in strict conformity with the agreement. In the Pittsburg district everything seems peaceful and tranquil with scarcely a ripple on the surface or a cloud in the sky, and all signs indicate a continuation of the present peaceful time."

The above communication from one of the miners' union officials is conclusive proof not only that the present state of the coal business in district five is exceedingly prosperous, but it also attests the fact that the coal operators were wise in their past actions with their men and are still liberal in their treatment of them.

The memory of the late S. S. Brown, one of the most prominent pioneers in the coal business in the Pittsburg section, will be perpetuated in the new river packet, the "S. S. Brown."

The new boat is equipped with all modern improvements and several innovations have been introduced in her construction which promise to be valuable. Her steel hull is 228 feet long on deck, with forty-four foot beam and seven-foot depth of hold. She is equipped with compound machinery and has four steel boilers. The main cabin is 165 feet long. The Texas cabin is 125 feet long and contains an observation room for the passengers. The packet contains thirty-six staterooms and is allowed to carry 225 first and second class passengers. She can also carry 1,200 tons of freight. She will be lighted throughout by electricity and heat will be furnished by steam radiators. The total cost of the packet approximates \$125,000.

The huge piles of coal usually stored upon the decks of river steamers will not be seen on the "S. S. Brown." All coal will be stored in specially prepared bunkers in the hold and will be hoisted directly into the fire boxes.

The "S. S. Brown" is considered to be the finest boat ever built in Pittsburg and was constructed by James Rees & Sons, of this city. The packet will run on the southern rivers and is owned by the Arkansas River Packet Co.

Last year the total output of all the coal mines in the country was 393,000,000 short tons, worth at the mines \$477,000,000. Of this total Pennsylvania alone furnished 196,000,000 tons, worth \$255,000,000, or almost exactly one-half the amount and a good deal more than one-half the value. The average transportation cost of coal is about equal to the mine cost in this section of the country, which would make the industry worth about five hundred million dollars to this state irrespective of the profit of the local dealers. Ten years ago the United States yielded just about one-half as much coal as now. There have been no important coal fields discovered in that time. The production could have been as large twenty years ago had there been the demand. There was no such demand, and the present unparalleled call for coal is due to the extraordinary development of American industries. Little of the bituminous coal is used for fuel. More than three hundred million tons were consumed in turning wheels of industry, which



duced goods worth nearly twenty million dollars. Every extra ton of coal means so much more product of cheap labor. If there is a man who wants to see industry decreased in this country he is certainly not a Pennsylvanian. This state supplies over one-third of the steam coal used in the country and practically all used for domestic purposes. Did such conditions ever exist in a relative manner under a democratic state or federal administration? Never!

#### Ko-Koal Arranges for Pow-wow.

Local members of the order of Ko-Koal, to the number of seventy-five, met Monday night to arrange for the great pow-wow of the order which is to be held in Pittsburgh next July.

Addresses were made by Pratt Thompson, of Boston, Mass., and P. J. Delaney and E. M. Sands, of Chicago. After the addresses luncheon was served. A committee of twelve has been appointed who will work out all details for the entertainment of the visitors at the coming gathering. This committee consists of Thomas B. Jones, of the Pittsburgh-Buffalo Co., chairman, and the following well-known coal men: George Magoon, of the Pittsburgh-Westmoreland Co., W. A. Marsh, of the Pittsburgh Coal Co., and Frank B. Lockhart, of the United Coal Co.

#### Progress of the South.

The progress of the south will be shown in many ways at the Jamestown exposition, and southern participations in the industrial features of this exposition will doubtless surprise Europe and the north. According to conservative estimates the aggregate wealth of the southern states is increasing at the rate of one billion dollars a year. The manufacturing capital of the south is estimated at \$1,600,000,000, with an increase of \$120,000,000, and the farming products of the south are estimated at \$200,000,000 a year, of which cotton graded more than half. The south is said to be producing five million barrels of petroleum a month, six million tons of coal per month, and three hundred thousand tons of pig iron per month. Its railroad mileage is increasing at the rate of about twenty-five hundred miles a year and its financial institutions are expanding to the extent of about fifty million dollars a year. Foreign exports the south supplies thirty per cent of our foreign trade. It is a one billion dollar region which

is adding at the rate of about three million dollars a day to its wealth. These figures are the result of careful study and statistics compiled from the most authentic sources. The tide of emigration has turned toward the south, and land values have been constantly increasing in every section of the south to a greater extent even than they have in the west. The Jamestown exposition, while an international affair, is of special interest and benefit to the south. It will exploit southern resources and will attract the attention of the entire world to this great section of the country, once neglected and poor, but now prosperous and rich. Many northern people have disposed of their interest in the north to cast their lot with the south, where opportunities are greater, climate is more equitable, and the outlook better.

#### Coal in Mexico.

There is something significant in the report of progress in Mexico. J. F. Kemp, of Columbia university, New York, said at a banquet: "Gold and silver and lead and copper mines have given us an insight into the great mineral resources of your country, but through it all we have been waiting to see the coal and iron, the two mighty minerals around which a country's industrial progress swings. We have now visited your great coal beds and have begun to realize that Mexico is on the way to becoming a great commercial entity, with arms reaching out to the ends of the earth, through iron and steel and coal." Mexico has been climbing steadily up the ladder of industry and in many ways could now get along very well without the rest of the world, as far as any nation can do that. But we have come to look on the necessity of importing coal for the country's industries as one of the necessary drawbacks to the national progress and as a condition of dependence on the United States and England from which there is no escape. The realization that there is coal and, as the geologists have told us, vast quantities of it means much to those who are interested in the development of this country. Few people know the extent of the coal deposits of Mexico. The Sabinas field in northern Coahuila has been thought to be the only place in which this great mineral is found and it has been believed that the field was limited. It has turned out that the capacity of these fields is five or six thousand tons a day even now, and development along scientific lines is increasing that every day. In addition new fields are being reported and the

west coast has, it is known, many unexplored fields of great promise. All this means much to Mexico, as do those other great sources of fuel supply which are being opened up daily, the oil wells in all parts of the country.

#### Palo Alto Coal Breaker

A new coal operation is to be opened before the first of the year in the borough of Palo Alto. It is owned by Slattery Bros., of Port Carbon, who have completed the sinking of the shaft and the building of the breaker. The machinery is now being installed. The P. & R. Co. has about completed a siding into the colliery. This will add materially to the prosperity of Palo Alto and Port Carbon.

#### RAILS NEW and RELAYING

12 to 100 lb. Sections  
Second Hand Rails cut to length.

Immediate shipments guaranteed from stock. Less carloads our specialty.

L. B. Foster Co., 619 Park Bldg. Pittsburgh, Pa.

#### RAILS FOR SALE. Quick Shipment.

100 tons of 70 lb. relaying steel "T" rails and angle bars;  
200 tons of 65 lb. relaying steel "T" rails and angle bars;  
900 tons of 60 lb. relaying steel "T" rails and angle bars;  
300 tons of 58 lb. relaying steel "T" rails and angle bars.

All sizes of new rails in stock at our yard. Write or wire us for prices.

Iron City Steel Company  
1210 Bessemer Bldg. Pittsburgh, Pa.

#### RAILS NEW AND RELAYING

Buyers of Mixed Mine Scrap  
L. K. HIRSCH CO.

Frick Building, PITTSBURGH, PA.

#### C. C. BOWMAN MINER and SHIPPER ANTHRACITE — COKE — BITUMINOUS (SOLE SHIPPER)

"RELiance" "LOPEZ"  
"Buck Mountain" Mine Agent "Perfection" Smithing  
"Big Vein Lehigh" "Best" Gas  
"Wilkes Barre" "White Oak" Steam  
And other grades Bituminous  
And other grades Anthracite  
Connellsville, Latrobe, Gallitzin and West Virginia Coke  
ADDRESS ALL COMMUNICATIONS TO 119 WILLIAM ST., PITTSBURGH, PA.  
Anthracite Shipments made by Rail or Water via P. R. R., P. & R. R., L. V. R. R., Erie R. R., and their connections.

#### COAL DEALERS SUPPLIES



erate in price. All shipments made promptly. Send all orders directly to us at Fredonia, N.Y. We have no branch house at Chicago or elsewhere in the west.

Manufactured by the Sackett Screen Co., Fredonia, N.Y., are first class, are exactly as represented and are extremely modern. SACKETT SCREEN CO.

Mention THE BLACK DIAMOND when Writing Advertisers

#### HENDRICK MFG. CO. CARBONDALE, PA.

NEW YORK OFFICE,  
149 BROADWAY,  
COR. LIBERTY ST.



PERFORATED PLATE  
STEEL or BRONZE  
SPECIALLY IMPROVED  
SCREENS FOR CLEANING AND  
SIZING COAL AND COKE, FOR  
SHAKING AND REVOLVING  
SCREENS.

#### Delaware, Lackawanna & Western Railroad Co.

MINES AND CARRIES TO MARKET

#### SCRANTON COAL

S. C. SCHENCK, Agt.

Shipments "All Rail," from yards and docks at Chicago and Toledo.

Soft Coal Department: BLACK BAND  
Mined in West Virginia.

A certificate of genuineness accompanies each invoice from this office.

C. L. DERING,  
Manager Chicago Office,  
1000-10 Old Colony

When you buy "SCRANTON"  
be sure you get the GENUINE  
D. L. & W. Scranton.



# THE HOCKING VALLEY TRADE

COLUMBUS, OHIO, Nov. 29.—(Special Correspondence.)—A strong, steady market is reported from sources having a well-entrenched trade and an efficient sales department. Domestic lump commands \$2.00, with large customers anxious to increase orders. One concern which puts a daily tonnage of about nine cars into Chicago states that it could readily dispose of many times that amount with no questions of circular price of shipping facilities were available.

On the other hand, less efficient coal concerns, or those having not especially desirable grades, are feeling the effects of a weakened demand. This takes the form of their being compelled to seek business, instead of having it come to them, but there is no coal for sale which does not find customers through the use of the long-distance telephone lines. It would require but a little cold weather, however, to again put the dealer and consumer on the anxious seat.

## Exaggerated Ideas of Prices.

Jobbers complain that small miners who depend upon the middle man for disposing of their product entertain, in many instances, exaggerated ideas of what they should receive for coal at the mines, through reading accounts of car shortage and active demand. Not being closely in touch with the market, they are willing to make no allowance for temporary weakness, incident to unseasonable weather or other cause. On some occasions such miners want more for their coal at the mines than it would bring in Chicago or Detroit.

Reports of premiums are confined to fancy coals, some grade of splint commanding \$2.15. Black Nancy has a good demand at \$2.25 and War Eagle smokeless \$2.25, both for domestic lump. The only instances reported of any kind of domestic coal selling below the established price of \$2 is an occasional car stranded at some non-air point. Dealers at such locations have a reasonable prospect of cheaper fuel unless there should be some relief in allowing cars not equipped with air a better outlet than they are now receiving, as their number will increase with the close of navigation.

Steam coals continue to hold their own, the unusually high price of \$1.65 being realized to some extent for spot delivery on the better grades. From this figure the market ranges down to \$1.35. The quotation on three-quarter lump is \$1.90; domestic lump, \$1.50; nut, pea and slack, \$1.10; coarse slack, 85c. In actual selling there is more or less shading on these figures, according to qualities and other conditions, but the prices received are satisfactory and profitable, so far as the car supply allows advantage being taken of them.

## Many Mines Closed Down.

At a number of points throughout the Hocking Valley, and more generally in West Virginia localities having Columbus connections, work is practically suspended at certain mines because of lack of cars. The supply received by operators having a number of mines is concentrated in order to curtail expenses.

The car supply during the past week is estimated at forty per cent for the Hocking Valley and twenty-five per cent for the more favored sections of West Virginia. The latter figure does not apply to the Norfolk & Western, which appears to be giving better service than any other road, ranging sixty per cent and upward, according to the reports of certain Columbus operators located on this line. The best authorities on the

car question are firm in their convictions that no substantial relief can be hoped for this winter, and that a severe cold snap will utterly demoralize the situation.

## Retail Market Steady.

The Columbus retail market is steady with regard to prices, which hold with the trade generally at \$3.50 and \$3.75 for Hocking and West Virginia lump. Demand, however, is not overly strong, owing to weather conditions. There is an abundance of coal, on account of the ample supply of non-air cars. One of the large operating companies is conducting an active campaign for business through attractive advertising and a systematic canvass of the city.

## Columbus Coal Receipts.

According to figures given out this week by General Freight Agent H. B. Durham, local receipts of coal for the first nine months of 1906 show a falling off compared with the same period of last year. The shortage, amounting to about twenty-two thousand tons, is accounted for to a large extent by the strike early in the year, and later by the car shortage. Increased consumption of natural gas has also been a factor, this fuel now being accessible to manufactories, whereas it was almost wholly confined to residences. Columbus industries have been running capacity time, and the decrease can not be attributed to causes affecting the prosperity of the city. The smallest loss is shown by the Hocking Valley railroad, the difference between the two periods being less than two hundred tons. Following are the figures

For the nine months of 1906—Hocking Valley, 138,901 tons, as against 139,080 tons in 1905; T. & O. C., 21,642 as against 31,800; B. & O., 19,540, as against 17,158; Zanesville & Western, 39,769, as against 53,930. Comparative showing of September tonnage—Hocking Valley, 18,487 tons, as against 21,649 in September, 1905; T. & O. C., 3,887 tons, as against 4,812; B. & O., 2,900 as against 1,547; Zanesville & Western 4,613, as against 6,210.

## PERSONAL AND GENERAL NOTES.

Mrs. Louise Shields, coal dealer of Marysville, Ohio, was in the city on Monday.

E. A. Upstell, the well-known coal jobber of Cleveland, was in Columbus on Tuesday.

President John H. Winders, of the Sunday Creek Co., has returned from Mt. Clemens, Mich.

W. H. Price, of Chicago, traveling salesman for the Sunday Creek Co., was a visitor here on Tuesday.

Pat McBryde, commissioner for the eastern Ohio operators, was in the city the fore part of the week.

John T. Carding, president of the Carding Coal Co., is able to be out again after a three weeks' illness.

John H. Waters and George Isaacs, traveling salesmen for the W. J. Hamilton Co., were at home for Thanksgiving.

H. E. Mills, sales agent of the Northern Fuel Co., was married on Tuesday evening to Miss Anna Bates, of Columbus.

Vice-President Heiner, of the Sunday Creek Co., is in possession of the hand-

some new office quarters which have been fitted up for his use.

Hon. John Nugent, member of the commission created by West Virginia to inquire into the matter of mining laws, was in town last week in consultation with State Mine Inspector Harrison.

C. J. Foster, who for the past two years has been associated with his father, S. H. Foster, manager for the War Eagle Coal Co., in the capacity of book-keeper, has returned to his former home at Toronto, Canada, at which point he will look after the dominion interests of War Eagle smokeless.

William Job, of the Peabody Coal Co., formerly the Job's Hocking Coal Co., brought action this week against the Baltimore & Ohio Railway Co. for half a million dollars damages. The cause alleged is the failure of the railway company to furnish cars, which prevented the Peabody company from fulfilling a contract. It is claimed in the petition that neighboring mines, in which officers of the Baltimore & Ohio Co. were interested, had no trouble about their car supply. The mines involved are located in Perry county, Ohio.

Complaints were filed on Tuesday with the State Railway Commission by C. Oeffler & Sons, Phillip Fick & Son and the Bengal Bros. Mining Co., all of Pomeroy, Ohio, alleging discrimination in car supply. The offending railway line is the Hocking Valley, which is charged with unjust neglect of the several companies' needs. The latter complain that they have been furnished only box cars with which to move their coal, while other mines in the same locality have received a plentiful supply of gondolas. The complainants are small mining concerns which load by hand.

Columbus & Hocking Coal & Iron Co. common stock is cutting considerable figure in financial circles of Columbus and elsewhere. On Monday it touched 30, the highest point in its history, the nearest approach to it being in 1903 when it was sold at 29½. The same year it went down to 5, and in 1893 reached the low figure of 2. The lowest point this year was in May, when it sold at 17. The stock is credited with only three dividends, the highest in 1903, when it paid 1¼ per cent. Within the past three weeks Columbus holders of common stock are said to have realized about \$60,000 in profits through the extraordinary increase in price. The present official organization, under the management of President Kachelmacher, is very progressive, and had under way extensive improvements on its property in the Hocking valley.

A. B. Willson Jas. A. Henchey C. S. Binns

## The Capitol Coal & Coke Company

MINERS AND SHIPPERS

Pocahontas, Youghiogeny, Thacker, Hocking, Capitol Splint and Westmoreland Gas Coal, Foundry, Furnace and Domestic Coke

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# THE BLACK DIAMOND

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CHICAGO  
CINCINNATI

DECEMBER 8, 1906.

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## General Review of the Markets.

IN ALMOST every section of the country a weather market has predominated this week. There has been an active demand on almost all grades of coal. Prices have been firm but not as strong as has characterized the market for the past few weeks, owing to the unseasonable weather. A great shortage in coal is reported along the Pacific coast and whole train loads in some cases are being confiscated. Western Nebraska retailers are also clamoring for the prompt filling of orders and in many towns the stocks have been so completely depleted that they have on hand only enough coal to last a few days. There is a shortage of coal in almost every section of the country. Throughout the south, especially New Orleans, Memphis and Louisville, as well as Charleston, Savannah, Atlanta and many of the seaboard towns, very little coal is available. At many lake ports, Buffalo, Cleveland, Detroit, Toledo and other towns the same condition prevails. The excessive shortage throughout the northeast also places coal at a premium. One of the chief features of the week is the National Rivers and Harbors Congress in session at Washington. If this congress succeeds in accomplishing its purpose it will be of tremendous value to the coal industry. The cost of transportation is practically at the ratio of one to seven. Of all the commodities coal is the most adaptable to water transportation. The large network of rivers draining the coal fields makes it possible to develop a system of waterways which will save coal operators millions of dollars. At this time of excessive car shortage this subject is of especial interest. The development of waterways is the only practical method of bringing about such a tense state of competition as will reduce the freight charge by rail and take care of a large surplus of freight, thus augmenting the car supply for higher classes of commodities.

### Transportation Question.

The shortage of cars continues to form the greatest handicap in producing a sufficient supply of coal to take care of the current demand. The thirty-six car service associations in the United States have compiled a summary report which shows that there are 5,690,934 cars in service with an average detention of 1.83 days or a little more than forty-four hours. This average detention was divided between the railroads and consignees as follows: Thirty-eight hundredths days to the former and 1.45 to the latter. The report also shows that both railroads and consignees have taken a little more time in handling their cars this season than during the corresponding period last year. There is a general report to the effect that many of the railroads have very little coal in stock for their own use. The Missouri Pacific, Union Pacific, and Santa Fe roads had less than forty-eight hours' supply of coal on hand at Denver last week.

### Bituminous Market Active.

There is a notable falling off in the strength of the bituminous market this week. Steam sizes are especially strong, however. Illinois and Indiana mine run is weak, which also describes the condition of this size of smokeless coal. Domestic sizes are strong and there is a very firm demand for Carterville lump. Screenings are in better condition than they have been for some time. The Springfield product has been bringing an advance of fifteen cents. Splint coals continue active, owing to the mitigated supply coming into this market, and the inadequate transportation. Cannel coal is extremely scarce and is commanding a premium. Coke continues to advance and sales agents are practically turning down all orders on both grades of by-product coke. The car situation throughout Illinois is about the same as last week. Embargoes on some of the lines intercepting the mining district have tended to make it almost impossible for some of the operators to get their product to market. Mines are operating only about half the time. Conditions in Indiana are not much better. Selling agents handling Brazil block are not in a position to keep contracts on account of the refusal of the railroads in permitting equipment to go to foreign lines. Hocking operators are producing from thirty-five to forty per cent of their normal output. The Baltimore & Ohio has confiscated some Pittsburg No. 8, which is very scarce. Fairmont gas coal is in strong demand and is bringing a premium. The demand for Youghiogheny has somewhat fallen off. Kentucky coals are practically shut out of western markets on account of the car supply.

### Anthracite Market Firm.

The demand for anthracite in the east this week was greatly accentuated by the severe cold weather. The western market, however, has continued in about the same state as characterized it last week. Egg coal is firm and stove coal is slow, but in a little better demand than formerly. Nut and chestnut are very scarce and pea coal is greatly in demand. There is much complaint among retailers on account of the large cars used in shipping anthracite. Since many dealers specify the small cars selling agents are oftentimes compelled to hold orders for several weeks before being in a position to fill them. Western yards are becoming depleted on account of the unseasonable weather, which has not induced buying, and it is anticipated that there will be a brisk demand for all grades of anthracite as soon as severe cold weather becomes a reality. There is a great shortage of box cars at both docks and mines. We are already beginning to hear of confiscation of coal by the railroads which tends to show that their stocks are very low. Dock shipments during the week have been rather satisfactory and every effort is being made to get forward as large a tonnage as possible before navigation closes. Some docks, however, are already filled. Selling agents and operators have not caught up yet on all their back orders, but they are in better condition than for several weeks. Very little is heard up to the present time relative to cancellations and duplicate orders.

### Eastern Markets Active.

The severe cold weather in the east this week was immediately followed by a strong demand for all sizes of hard coal, in fact the current demand was so heavy that it was more than equal to the regular daily supply from the mines. The demand for box cars for western shipment is reported to be very heavy. Line trade throughout New England and all eastern points is very active. The business along the coast is being maintained at about the same tension as last week. The bad weather has had its usual effect in hindering the rapid transit of barges. The No. 2 buckwheat continues short and in many cases is bringing a premium. New York harbor trade is active, which also characterizes the condition of the export market. Sound trade is also active. Baltimore market reports great activity in shipments to Mexico and Cuban ports. It is stated that the export coal trade with Cuba this year is greater than ever in the history of that island. Coke business is also very active and there is a great demand for gas coals. In the mining regions of West Virginia there is much interest in the case of discrimination of cars against the Chesapeake & Ohio railroad. Every effort is being made by operators to get as much coal as possible to the lakes before the close of navigation. In the Pittsburg district the Independent operators are making strenuous efforts to form a strong organization. Slack coal is very short at Buffalo. The coke industry at Pittsburg continues to grow very rapidly and a large number of new concerns are entering the field. There is some complaint of labor shortage, but on the whole the coal industry in the Pittsburg district continues in a most excellent condition.

### Western Markets Firm.

The western markets this week have suffered from the unseasonable weather. There is a predominance of Illinois, Indiana and smokeless mine run which is characterized as weak. The demand for Youghiogheny has fallen off in a degree and domestic sizes are not as active as last week. The car shortage in the Hocking district is a little better than formerly, which has tended to increase the supply in western markets this week, thus weakening the demand. Prices, however, have in most cases continued at circular. Steam coal is very short in Toledo and in many cases is bringing premiums. Many of the docks have already put in their supply of coal, which tends to liberate many cars for all rail business. One feature of the soft coal market this week is the report that bituminous mines in Wyoming are not in a position to take care of the local demand, which is taking a large amount of coal from other points. Manufacturers in Indiana are suffering for want of fuel. It is reported that five companies, one of which employs five hundred men, are preparing to move to some other state where the securing of fuel is more certain. On the whole the western markets are in a state of anticipation, waiting a change in the weather, which no doubt will take place in the near future.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, Dec. 7.

The unseasonable weather this week has mitigated the demand for almost all classes of western coals. The complexion of the market no doubt would change in forty-eight hours if the weather should suddenly turn cold. The trade in general is in a state of expectancy. Dealers' yards are in a fair condition and they are not induced to buy heavily until they get a good demand from consumers. Selling agents have practically caught up on back orders and are in good shape to take care of new business. Every effort is being made to get as large a supply of coal delivered to the docks as possible. A large number of contracts for dock coal have already been filled, which has tended to liberate the number of cars used for dock shipments. However, these cars, which are somewhat helping out the all-rail trade, have not been in the service long enough to produce any perceptible effect. As soon as navigation is closed completely all of the equipment will be available and utilized to the fullest extent in serving the interest of the trade. Many dealers in the country districts believe that sales agents are discriminating in the filling of orders. Some of the back orders have been on file for the last two or three months, and it is difficult to make the retailers believe that no one is receiving preference as to shipments.

#### Car Situation.

The car situation is perhaps somewhat easier this week than last, although the change is not worthy of comment. Much complaint is forthcoming from operators and sales agents to the effect that delays in reconsigning, excessive shipping charges and other instances relative to the nondelivery of coal promptly, are greatly affecting business. The refusal of many of the railroads in permitting their rolling stock to go to other lines makes it indispensable for a large number of selling companies to hold orders on file for a long time. The railroads will not permit the reconsigning of available cars, and it is impossible to get transportation facilities on roads direct from the mine to the consumer. Prices in general this week remain practically the same as last. There is a perceptible falling off in the demand for some sizes of coals from Illinois and Indiana, especially the mine-run, which has suffered a cut of ten cents in many cases.

There is quite a predominance of spot coal of this description, and if the mild weather continues the slump in the market on this size of coal no doubt will continue to grow. Domestic sizes are not as strong this week as last, owing to the mild weather. Smokeless mine-run continues weak, and it is reported that Youghiogheny is not characterized by as strong a demand as has described the market on this class of coal for some time past. The screening market is in better condition. Springfield screenings are worth fifteen cents more than last month. Nut and chestnut anthracite are in very strong demand, especially in the country. West Virginia splint continues active and the market on gas coal is strong.

#### Anthracite Market Firm.

Selling agents and operators assert that the market for hard coal this week is not quite as strong as characterized the market last week. The state of the car shortage has not improved, although in some cases it may be said that more cars are available, owing to the partial close of navigation. Stove coal is slow; the demand on egg fair, and nut and chestnut are very short. Pea coal is in good demand. The docks

are in better condition as to back orders than any time for three weeks. It is the aim of the railroads to press into service all of the large cars possible. Of course, there are a large number of dealers who cannot handle the new cars of large tonnage. When they absolutely specify small cars it often occurs that sales agents are not in position to make shipments for several weeks or months. One company has been holding an order since last August. The country yards are becoming depleted to some extent again, and as soon as another cold snap prevails the demand for all sizes will be excessive.

#### Illinois Coal Firm.

DU QUOIN operators state that the market is not characterized by as firm a demand this week as last. Transportation facilities are not improved. Mine-run is worth \$1.10 f. o. b. the mine or \$2 f. o. b. Chicago; six-inch lump and egg, \$1.45 f. o. b. the mine or \$2.35 Chicago; No. 1 nut, \$1.25 f. o. b. the mine or \$2.15 f. o. b. Chicago.

CARTERVILLE mine-run has fallen off in demand; there is a firm market, however, for egg and lump. The car situation has not improved, and the mines are operating two or three days per week. Coal shipments to the northwest are greatly hampered by the embargo on the part of some of the railroads, refusing to let their equipment go to foreign lines. Some of the largest operators in the Carterville district have been purchasing a large amount of coal outside in order to fill contracts. Prices maintaining for nut coal are \$1.30@1.50 f. o. b. the mine or \$2.30@2.50 f. o. b. Chicago; egg and lump, \$1.75@2.00 f. o. b. the mine or \$2.75@3.00 f. o. b. Chicago, with a firm demand; mine-run is worth \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago.

THIRD VEIN and Spring Valley coals are in practically the same condition as last week. Washed nut and egg is worth \$2.40 f. o. b. the mine or \$2.90 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mine or \$2.10 f. o. b. Chicago; Third Vein chunks, \$2.50 f. o. b. the mine or \$3 f. o. b. Chicago; Standard lump, \$2.40 f. o. b. the mine or \$2.90 f. o. b. Chicago.

FRANKLIN COUNTY coal continues in fair demand for the domestic lump, box cars being worth at the mine \$2.10 or \$3.10 f. o. b. Chicago, open cars \$2 f. o. b. the mine or \$3 f. o. b. Chicago. Box cars are very scarce. Mine-run is worth \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago; egg and four-inch lump, \$2.25 f. o. b. the mine or \$3.25 f. o. b. Chicago. The supply of cars has not increased, and operators are experiencing great difficulty in getting the product to market.

SPRINGFIELD coal operators claim that the demand for screenings continues strong. There is also a strong demand for domestic lump in the country. Mine-run is worth 95 cents to \$1 f. o. b. the mine or \$1.70@1.75 f. o. b. Chicago, with a firm demand; nut, \$1.10@1.25 f. o. b. the mine or \$1.85@2.00 f. o. b. Chicago. market firm. The demand for egg and inch-and-a-quarter lump is weak, the prices maintaining are \$1.25@1.30 f. o. b. the mine or \$2.00@2.05 f. o. b. Chicago. Domestic lump is worth \$1.40 f. o. b. the mine or \$2.15 f. o. b. Chicago, with a firm market. The screenings market is strong at 35 cents f. o. b. the mine or \$1.10 f. o. b. Chicago. Mines are operating about five days per week, and there is perhaps some improvement in the car service.

#### Indiana Market Firm.

CLINTON operators are experiencing the same difficulty with car shortage this week as last. The

supply and demand is practically equal, and the prices have not changed during the week. Mine-run is worth \$1.10 f. o. b. the mine or \$1.80 f. o. b. Chicago; screenings, 45 cents f. o. b. the mine or \$1.15 f. o. b. Chicago; inch-and-a-quarter lump, \$1.50 f. o. b. the mine or \$2.20 f. o. b. Chicago; four-inch lump, \$1.75 f. o. b. the mine or \$2.45 f. o. b. Chicago.

BRAZIL BLOCK continues at the same prices as quoted in our last issue. The selling agents have been rapidly catching up on back orders during the mild weather, and they are now in a position to accept some new business. Prices maintaining are \$2.40 f. o. b. the mine in open cars or \$3.20 f. o. b. Chicago; box cars, \$2.50 f. o. b. the mine or \$3.30 f. o. b. Chicago.

SULLIVAN and Greene county operators are running their mines about three days a week. Transportation facilities have not perceptibly improved. Domestic lump is worth \$1.90 open or \$2 box cars f. o. b. the mine or \$2.70 and \$2.80 f. o. b. Chicago; inch-and-a-quarter lump, \$1.60 f. o. b. the mine or \$2.40 f. o. b. Chicago; mine-run, \$1.25 f. o. b. the mine or \$2.05 f. o. b. Chicago; egg and lump, \$1.75 f. o. b. the mine or \$2.55 f. o. b. Chicago. Much difficulty is being experienced on account of the refusal of railroads intercepting the mining district to prevent their rolling stock to pass to foreign lines.

#### Ohio Market Firm.

JACKSON HILL operators state that the demand for this coal is about the same as last week. Prices at the mine are \$2.75, or \$4.40 Chicago for open cars. The car situation has not improved, and there is little hope that better conditions will prevail in the near future.

HOCKING operators are producing from 35 to 40 per cent of the normal output. Shipments are about the same as last week. Many operators have completed contracts for supplying coal at the docks, and are therefore in a position to send more of their product into this market. The demand is not as strong as characterized the market previous to last week. Inch-and-a-quarter lump has sold as high as \$2 f. o. b. the mine or \$3.65 Chicago in open cars; box cars, ten cents extra. The supply of box cars is very short, and in many cases it is almost impossible to get this class of equipment.

PITTSBURG NUMBER EIGHT is in fair demand. Operators and sales agents are not able to take care of all the orders on account of the excessive car shortage, which has not perceptibly improved. Inch-and-a-quarter lump is quoted at \$1.75 f. o. b. the mine or \$3.40 Chicago. Very little of this class of coal is available on tracks. It was reported this week that the Baltimore & Ohio had confiscated several cars.

#### West Virginia Market Strong.

NEW RIVER operators are receiving a fair demand for smokeless domestic lump and egg, although the demand for mine-run is weak and several cars of this class of coal are available on tracks. Prices maintaining are \$1.15@1.35 f. o. b. the mine or \$3.20@3.40 f. o. b. Chicago; egg and lump, \$2@2.25 f. o. b. the mine or \$4.05@4.30 Chicago. As long as the weather market continues it may not be expected that the demand will perceptibly increase. A little cold weather would bring brisk business. There is a shortage of coal at the docks, which indicates that the rail business will be active this winter. Prices one year ago on New River were \$2.25@2.50 for lump coal.

POCAHONTAS coal last year at this time sold at \$2.75 at the mines for the domestic lump, this



being fifty cents greater than the price for the same size today. Mine-run is weak, and the demand for egg and lump is firm. Price f. o. b. the mine is \$2.25 or \$4.30 f. o. b. Chicago; mine-run, \$1.35 f. o. b. the mine or \$3.40 Chicago. Operators are running about half time.

FAIRMONT gas coal is in firm demand. Very little three-quarter-inch lump is available. Some selling agents have none at all to offer. Box cars are very short, and it is asserted that even if there was a sufficient car supply the shortage of labor would not permit operators to run the mines at full capacity. Gas coal, f. o. b. the mine, is worth \$1.85 or \$3.75 Chicago; three-quarter-inch lump, \$1.50 f. o. b. the mine or \$3.40 Chicago.

KANAWHA operators are not receiving quite as active a demand this week as last. Winifrede splint is firm; this also describes the condition of the market on Black Band. Whenever the demand for Hocking shows weakness it is usually the case that there is also a falling off in the demand for splint. Three-quarter-inch lump at the mines is worth \$1.65@1.75 or \$3.55@3.65 f. o. b. Chicago; inch-and-a-half lump, \$1.75@2.00 f. o. b. the mines or \$3.65@3.90 Chicago, with a firm market.

#### Pennsylvania Coals Firm.

Youghiogheny operators are running about half time on the average. The car situation continues very acute, and there is little hope of improvement. The demand for this class of coal has not increased during the past week, and some sales agents claim that they anticipate that the market will weaken in the near future. Prices are firm at \$1.75 f. o. b. the mine or \$3.65 Chicago for the three-quarter-inch lump.

#### Kentucky Coal Scarce.

Operators producing Kentucky coal are experiencing great difficulty in transporting their coal to this market. The refusal of railroads intercepting the Kentucky fields in permitting their equipment to be switched to Chicago lines has practically shut out all Kentucky coal from this market. Prices for the domestic lump range from \$4.25@4.50 f. o. b. Chicago, with a very strong demand. Practically all Kentucky storage coal has been purchased, and very little of this coal is available.

#### Cannel Coal Very Strong.

Selling agents who handle Cannel coal assert that they are being offered attractive premiums for prompt shipments of the Cannel product. However, they are in most cases delivering the coal in the order of application, which simply means that some consumers will not receive any Cannel for weeks. The price maintaining at Chicago is \$5.15; demand very strong.

#### Coke Demand Firm.

Selling agents are practically refusing to accept any more orders for by-product coke, either of the foundry or domestic variety. They claim that they have already sold beyond the average supply of this class of coke coming into this market. By-product domestic coke is worth this week \$5.00@5.25 f. o. b. Chicago; By-product foundry coke, \$6.50; Wise county, West Virginia, seventy-two-hour coke, \$6.50; Connellsville seventy-two-hour coke, \$6.90; Connellsville forty-eight-hour product, \$6.65; West Virginia seventy-two-hour product, \$6.15; West Virginia forty-eight-hour coke, \$5.65. Transportation facilities have not improved, and orders are only being accepted subject to delayed delivery.

### Missouri River Coal Trade.

KANSAS CITY, Mo., December 4.—(*Special Correspondence*.)—Although the competition of gas and oil as fuel has grown immensely in this territory in the last year, this year's production of coal in the southwest will exceed the production of last year. Bennett Brown, commissioner for the Southwestern Coal Operators' Association, said today that if the railroads can handle the coal the four states of the southwestern district will produce 1,500,000 tons more coal this year than last.

"The country is growing so fast," Mr. Brown said, "that although oil and gas have taken the place of coal in many places there is just as much trouble, if not more, getting coal this year than last. We could sell more than the railroads can handle. Shortage of cars makes us as much trouble now as ever. All of the operators I have seen in the last few weeks tell me that they have more orders than they can handle, and their effort now is to reduce the demand rather than to increase it. We simply cannot get cars enough to supply the trade as it would be supplied. The recent experiences of the pork packers and some of the big manufacturers in the west bottoms in this city, in having their supply of natural gas shut off, has done much toward increasing the demand for coal. The big users of coal never did have much faith in either oil or gas as fuel and now that they have discovered positively that the companies that supply the gas cannot be depended upon, they are making overtures to the coal dealers for a resumption of the relations that existed before the natural gas made such a stir. They have found out that after all, the most reliable fuel is the cheapest and they know besides that coal will still be sold when the natural gas is exhausted."

#### Other Users Feel the Same.

"And this same feeling has been communicated to the users of natural gas who have not yet been informed that the gas will no longer be supplied to them. They too are feeling that perhaps it would be better to return to coal before some emergency arises compelling them to seek and beg a supply from the dealers."

"Although Texas is no longer a part of the southwestern district, conditions in that state are having an effect on the trade of the southwestern district. Oil has become almost exhausted and the inevitable result is that the manufacturers and other big users of fuel are clamoring industriously for coal. There are certainly not enough mines in Texas to fill this demand, hence the consumers are applying in Arkansas and the Indian Territory for big and quick supplies of coal. If the operators in these two states could comply with all of the requests they get for coal they could make enough money in the next few months to permit them to take a vacation for a year or so. The dealers in the southwest will have enough money to buy Christmas presents and Christmas turkeys with, and don't you forget it."

One of the dealers in Kansas City commented yesterday on the increased demand for slack coal. Not so very long ago there was not much of a market for this sort of stuff, but now all slack bins are empty. Slack, contracted for, is selling for from seventy-five cents to eighty cents a ton and the little free slack that can be held brings about \$1.25 a ton. Prices of other grades of coal have remained steady among the big wholesale dealers, while the little fellows are demanding higher prices, and such is the demand for coal that they are usually getting what they ask. Among the retail dealers there is no complaint about lack of business. Although the natural gas company is gradually installing its mains about the city and has already supplied many districts, the retail trade has shown no noticeable slacking off.

#### The Car Shortage Problem.

Car shortage continues to be a very serious problem in the trade. The railroads declare that they are loading and moving more cars than they ever have before and yet the cry is continuous, "More cars." President Winchell of the Rock Island was in the city today and said that his road was doing everything in its power to relieve the congestion. New cars he said were being put in use as fast as the manufacturers could put them out. "The difficulty is caused not because fewer cars are being moved on the railroads than in

## West Virginia Mining News.

WHEELING, W. VA., December 5.—(*Special Correspondence*.)—West Virginia coal men are now concentrating their efforts on supplying the lake trade in the few days at their disposal. In another week the shipments to the lake will be over and all the cars that can be mustered for lake coal are being pressed into service and other shipments are temporarily getting second consideration. Prices also remain a secondary consideration, generally speaking, because of the uncertain transportation facilities. No improvement in car service is expected or hoped for and the winter's trade will steady itself down to an adaptability to circumstances.

#### Complaint of Car Shortage Acute.

Nevertheless the complaint over the inability of the railroads to meet demands of shippers persists. As announced a few weeks ago, the Charleston chamber of commerce has named a committee to investigate the complaint of shippers on the Coal & Coke railroad that the shortage of cars for general demand on that road is due to discrimination. The Chesapeake & Ohio also runs into Charleston and the complaints from operators on that line being of longer standing, it is a wonder that the committee's powers were not extended to include both roads. The same is true of the Kanawha & Michigan, entering the same city, and there again the discontent is of years' standing. In the meanwhile the presidents and other officials of the roads promise new equipment and ask operators to have patience, but operators who are forced to close their mines for two and three days a week right along find their patience taxed to the limit.

#### FIELD NOTES AND PERSONALS.

A new bank will soon be started in Charleston, one of the principal promoters of which will be Enoch Carver, a prominent operator residing in that city.

The Quinnimont Coal Co. is preparing for large improvements at its town of that name, which will tend to indirectly make the town more attractive for the company employees.

An upset bid has been filed in the sale of a tract near Morgantown which Captain McCormick bought recently at public sale for \$62,000. The tract is underlaid with the Pittsburgh seam.

The Producers' Coal Co. is the name of a new concern chartered with headquarters at Bluefield, in the Pocahontas region, by A. L. Godfrey, A. H. Land, S. S. Cofer and H. Archer Mitchell, who are already actively interested in other properties.

R. T. Cunningham and others of Fairmont have bought eight hundred acres of coal land near Clarksburg for one hundred dollars an acre, about the only piece of good stuff that had not been taken up in that region by coal operators or prospectors.

H. M. Bertolet, superintendent of the New River & Pocahontas Coal Co., entertained at an informal pheasant dinner, J. S. Cunningham, of the Berwind coal properties in West Virginia, and a number of supply men. The pheasants were shot by Mr. Bertolet himself. The enjoyable affair occurred at the Ruffner hotel in Charleston.

It is reliably reported that Tax Commissioner Dillon will resign to become chief counsel for the Dixon mine interests in the New River region, succeeding the late Gen. J. W. St. Clair. Mr. Dillon has stubbornly fought the operators on the leasehold tax issue and others, but in a private capacity he can be depended on to look ably for his clients. His resignation is not expected before March first.

John Nugent, the mine workers' member of the special state mining commission, has submitted his minority report. He believes that a mine inspector should report bad conditions first to the chief inspector and that they should have authority to close a mine; that the mine foreman should be an agent of the company and not of the state or the miners, because such agent would be then financially responsible to the company in the case of accidents; also that there should be only one board of examiners for foremen, instead of twelve. These points are at variance with the majority report.



former years," Mr. Winchell said, "but because there is an increased production of every commodity that is hauled by railroads."

"I could sell two carloads of coal every day," said a retail dealer today, "but I cannot get the cars, or rather the railroads cannot get the cars so as to get the coal to me, and the mines, that depend altogether on the domestic trade for their business, will not let me have the coal from their mines for the reason, they claim, that they cannot spare it and keep themselves up with their orders."

At this point in his conversation a citizen stepped into the office and, almost out of breath, began, "Say, did you get that coal down to the house? No? Well, what are you going to do about it?"

"I have done the best I could," said the dealer,

"but the fact is I can not get the coal and if I can send you down six or seven bushels so as to tide you over and then send you the balance when I get a car load, I will."

"For heaven's sake do something," said the customer.

"That is only a little of what I get every day," said the dealer after the customer had gone out, "and I think I have just about coal enough on hand in my bin to fill my promise with him. Sometimes they come in and countermand their orders and go somewhere else, but some of them have come back to me and told me that they would like to have some coal. Of course in that kind of a case they go down to the foot of the list of orders because it is not fair to place them where they would have been had they stayed with me and not allowed me to cancel their order."

## The Detroit Coal Trade.

DETROIT, MICH., December 5.—(*Special Correspondence*).—This week started in with a weak market, weak compared to that of a week ago at least. Last Monday there were twelve hundred cars on track, mostly run-of-mine, containing coal that had been shipped in by the small operators on consignment. The tracks were, however, pretty well cleared before Wednesday, when not over six hundred cars were in sight. This fact had a depressing effect upon the spot market, some West Virginia run-of-mine having been offered at \$1.20, and Pittsburg No. 8 at \$1.30, ten cents off from last week's prices. Fine coal is strong owing to the scarcity of it. Hocking lump still holds fairly firm at \$2, though even in this grade there was a slight falling off in some instances. The coke market is very stiff, and sells easily at thirty-five cents over what it brought last week. High grade, low sulphur coke is very scarce.

### Car Situation Improved.

Complaints about the car shortage are not so frequent as formerly. The situation seems to have eased up considerably in the past week or two, and considerable coal is coming through to this point. The box car situation has improved also and sales agents for the anthracite mines are quite cheerful. Everybody feels that the worst is over and predicts that conditions will get better and better from now on. Detroit, it is estimated, is getting about sixty per cent of its quota of cars. Domestic coal is firm and the snowstorm of this date, which was general throughout the state will have a tendency to make prices soar higher than ever. Anthracite chestnut is still scarce, but there is no danger at present of a famine in that size. There is a big demand for cannel. Ayer & Chase, who have introduced Camp Creek cannel in competition with other kinds of cannel and high grade Jackson Hill, report an excellent trade.

## The Ohio Coal Trade.

TOLEDO, OHIO, Dec. 5.—(*Special Correspondence*).—The approach of the holiday season finds the local coal market in anything but a satisfactory condition. While dealers disagree as to the exact status, all opinions are on the negative side, the comparison being in the degree of badness. Some state that during the past week or two their shipments have been both larger and more prompt, while others state that their shipments show a decrease and an increased tardiness and that, as a result, they are getting further and further behind in their orders. That affairs have not improved to any extent is shown by the fact that steam buyers are showing a liberality in paying premiums for coal and are seemingly anxious to get a little supply ahead, a thing that is rather difficult at present. Spot coal is almost worth its weight in gold and any dealer who has some on hand need only to let it be known and he becomes as popular as the proverbial lump of sugar in fly time. Domestic coal is strong enough to stand another advance in price, the new schedule going into effect December first. Anthracite remains stationary at \$7.25 a ton for all grades

except pea, which is quoted at \$5.75, but all the other domestic coals advanced on an average of twenty-five cents a ton to the consumer. Gas-house coke is now quoted at \$6.00, or an advance of fifty cents the first of the month. Other prevailing prices, showing the effect of the new schedule, are as follows: Pocahontas, \$6.00; Jackson lump, \$5.25; Massillon lump, \$5.25; Hocking lump, \$4.75; West Virginia lump, \$4.75. Thus far there has been no advance in circular prices of steam coal, the advances taking the form of premiums which have shown a steady advance for the past three or four weeks. No. 8 run-of-mine, which is a good example, is selling anywhere from \$1.35 to \$1.50, the latter price being mentioned for the first time during the past week, the former high price being \$1.45. For the past several days one railroad entering Toledo has been paying \$1.40 and buying at that figure all the coal offered. Other roads have not shown the same liberality, although all are buying, and thus far none are showing any tendency to confiscate.

Lake business is about ended for this season.

While many of the larger firms are thousands of tons short in their contracts, a number of local lake shippers have closed their business, some having finished as long as two weeks ago. Custom house reports show a slight decrease over November a year ago, a condition due to lack of coal and not through any lack of boats. Now that the lake business is ended, or practically so, it remains to be seen whether this will improve conditions as has been prophesied for weeks past by dealers who have had nothing to do with this kind of business. They have all along been saying that a couple of weeks after the close of navigation and as soon as the sugar beet season was ended there would be plenty of cars and normal conditions would prevail.

All kinds of stocks are short at present, a shortage of steam being especially noticeable. While all plants have been able to keep running, it has been a hand-to-mouth condition and it is said that there is scarcely a plant in the city that has any reserve on hand. There was also a hard coal shortage about the middle of the month and most dealers were obliged to depend upon a couple of firms who had a good supply on hand. There is now, however, a better movement and there is plenty of coal on hand to supply customers.

Notwithstanding the present state of affairs, it is likely that contracts expiring from now till April first will be renewed at last year's prices or at an advance of not to exceed five cents a ton. With the demand far in excess of the supply, nearly all dealers have called in their salesmen and will keep them in as long as they have difficulty to get coal enough to supply their regular customers. Generally speaking, it is not believed that the car shortage will be as acute next fall as it was this. All the railroads are largely increasing their rolling stock, but even with this the question remains whether this increase will keep pace with the natural increase in business. The Toledo & Ohio Central railroad will be in better shape, as it is at present erecting a mammoth repair shop at Bucyrus, Ohio, and the Detroit, Toledo & Ironton railroad is arranging to remove its shops from Jackson, Mich., to Napoleon, Ohio, so as to have them on its direct line to the coal fields.

John T. Solon, of the Solon Coal Co., of this city, has disposed of nearly all his West Virginia holdings and has gone to Seattle, Wash., where he has acquired, in company with several other capitalists, several hundred acres of coal lands, which they will develop immediately.

## Kentucky Coal Trade.

LOUISVILLE, Ky., Dec. 5.—(*Special Correspondence*).—The December grand jury, taking up the recommendation of the November body, is continuing the investigation into the local coal market, but up to this writing the only results of their deliberations have been the finding that a combine does exist among the dealers to control prices, and that the local dealers charge fifteen to sixteen cents a bushel for second and fourth pool Pittsburg as against fourteen to fifteen in New Albany and Jeffersonville, and that they give customers a seventy-two pound bushel instead of the legal eighty-pound standard.

The grand jury, in its report recommends that steps be taken to compel local dealers to deliver a ton of 2,000 pounds instead of 1,800 pounds. In regard to combinations in restraint of trade, the grand jury says that it is not altogether satisfied that the river or rail coal exchange come under that head, but that it hopes its successor will sift the matter to the bottom.

The demand for domestic coal during the past week has been comparatively light owing to mild weather, but there has been a severe pinch in steam coal. Several local distilleries were closed down during the week and dealers supplying numerous factories on contract have been compelled to substitute Indiana coal for Jellico or even Illinois Central steam grades, and the shipments from Indiana have become so light that there is little more hope of relief from that source. Those operators who are not scrupulous in keeping contracts are diverting coal contracted in Louisville and other Kentucky cities in order to sell it south where it has been commanding higher prices than ever during the severe pinch in nut and slack last spring.



Dealers in Atlanta, Augusta, Athens and other Georgia cities have paid as high as \$1.35 f. o. b. mines for nut and slack during the current week, though the real market, if there can be said to be a market, is much lower than this. Mine-run has not advanced in proportion for some reason, and the market is about \$1.60 to \$1.75, with superior coal selling up to \$2.00. Prices on domestic coals have shown marked decline and high grade lump and block from the eastern Kentucky field has sold as low as \$2.50, where ten days ago it was bringing \$3.00 or more. The market on No. 1 Jellicos and Blue Gem coals remains about the same at \$3.50, and there has been less bidding for coal for prompt shipment.

While the domestic market shows evidence of easing demand, it is the opinion of the best posted dealers that coal men will be wise to take advantage of any weakening of prices and replenish their stocks largely, against the coming of severe weather. The car supply, which has naturally become somewhat better, is still precarious, and coal dealers through the south, if they do not now lay in adequate supplies of fuel, will be apt to find pretty soon that they are the kind of business men who stumble over the same stone twice.

The last of the recent coal shipments from Pittsburg reached the Louisville harbor during the past few days, and the Raymond Horner and Fulton took the last tows south. Of the 3,000,000 bushels which reached here about two-thirds went on down the river to Memphis and other points.

The Coal Trade in Indiana.

INDIANAPOLIS, Ind., Dec. 6—(Special Correspondence).—A call has been issued for a meeting of manufacturers, shippers, operators and other business men of the state at the Claypool hotel here December twelfth, to perfect an organization to go before the legislature in January and ask for the enactment of laws under which the railroad companies will be compelled to furnish adequate transportation facilities.

A strong circular letter bearing on the conditions that are giving the shippers, manufacturers and coal operators so much trouble just now, has been sent out by a committee representing the Indiana Shippers' association, organized at Anderson several days ago by gas belt manufacturers. The committee handles the situation without gloves and urges that vigorous measures be adopted.

There is no doubt but that the business interests are greatly aroused and that they propose to make such a red hot fight for more stringent laws that it does not seem likely that the railroad lobby can defeat them.

The present plan is to strengthen the laws under which the state railway commission is operating. The commission itself is alive to the situation and has made a number of recommendations that will be favorably received by the shippers. It is probable that Governor Hanly will be asked to address the meeting on the twelfth to state his views, as it is known he is in sympathy with the business interests in this matter.

Mr. Charles V. McAdams, a member of the railway commission, says that under its laws the commission is practically without power to compel the railroads to do anything. It has accomplished a great deal by acting more as an arbitrator than a judge. Mr. McAdams says that the commission wants more power and will try to get it when the legislature meets. The commission will not take part in the meeting on the twelfth, as it must occupy a neutral ground before the public, but it is heartily in sympathy with the movement.

Manufacturers Are Without Coal.

Chairman Union B. Hunt of the railway commission says that during the past week several delegations of gas belt manufacturers have called on him with reference to the shortage of coal in their locality. One told him that they knew of at least five big companies that are now preparing to remove to another location because of the failure of the railroads to give them sufficient fuel. One big glass factory, employing

The visible supply of coal in this market will last between three weeks and one month.

PERSONAL NOTES.

Mr. T. D. Cassidy of the Cassidy Coal Co., Lexington, has returned from a southern trip.

Mr. F. G. Tice of the Peacock-Jellico Coal Co., Lexington, Ky., has returned from a trip to his mines.

Mr. James Macpherson, general manager of the Blue Gem Coal Co., made a trip to the mines at Jellico during the week. He reports the car supply improved.

Capt. S. F. Rock, general manager of the Lynn Camp Coal Co., is reported improved from his recent illness. His company is expecting to load coal any day, just as soon as the railroad track is connected.

Mr. T. T. Pace of the Pace Coal Co., Jellico, Tenn., has returned from a hunting trip to Illinois. He entered his setter, Prince Whitestone, in the American Field Trials and is very proud over winning second place. Mr. Pace believes his dog is the equal of any in America.

Mr. Merritt Lancaster of the White Oak Coal Co.'s Cincinnati office spent several days in Louisville during the week. His office has been established only a few weeks, but is rapidly getting into shape to sell a large output over an extensive territory. Mr. Lancaster made acquaintance with the leading coal dealers.

500 men, using an immense amount of Indiana coal, is now preparing to remove to another state.

Some of the coal dealers here say that these factories would come to Indianapolis where the shipping facilities are better, but they have no assurance that they can get coal by coming. It is said that the feeling among the gas belt manufacturers against the railroads is becoming very bitter. Some of them, however, will have to grin and bear the situation, as they can not move their plants now.

These manufacturers say they have been treated unfairly. When gas failed the railroad companies begged them not to change their locations, promising to furnish coal at a freight rate of forty cents a ton from the Indiana field. Within a year or so they jumped the rate to fifty cents and now it is sixty cents and the manufacturers are in trouble more than half the time over the fuel problem.

Under the circumstances it is easy to see why the manufacturers are sore over the situation.

Transportation Facilities Poor.

Word has reached the railway commission headquarters that the E. & T. H. and the E. & I. roads have raised their embargo against the Big Four and that the latter has promised to return their cars as soon as they are emptied. The Big Four has begun moving coal from Terre Haute, but has not made much headway so far.

The railway commission is very hopeful that the Southern Indiana will soon follow the example of the E. & T. H. and the E. & I. in resuming relations with the Big Four. The commissioners are working to that end now. Attorney General Miller has filed a suit in the Superior court here to enjoin the Big Four from diverting the cars of the E. & T. H. the E. & I. and the Southern Indiana to other roads but no action has been taken regarding it. The purpose of the suit is to compel the roads, if possible, to get busy and move the coal freely, but it is not known whether or not the action can be sustained. It is in the nature of a test case, but the commission hopes that it will have the effect of bringing the railroad companies to a realization of the situation.

The Illinois Central Busy.

The Illinois Central, which is completing its Indianapolis Southern road from here to Switz City, Linton and Effingham, Ill., has informed the operators that they will be ready to take

business next week. This company will be prepared to handle an immense amount of coal soon and will be a great boon to the trade and to the consumers. Its lines cross those of the Southern Indiana at Linton and the Vandalia at Switz City. It is said that the Illinois Central and the Southern Indiana have already entered into a traffic arrangement whereby the former will bring all the coal to Indianapolis that is offered to it.

Advance in Local Prices.

The demand for domestic coal here has been very steady during the last month. There has been an increase of twenty-five cents a ton on most grades. The following prices were quoted today by the larger retail dealers.

Anthracite, nut.....	\$8.00	Pittsburg, lump.....	\$4.75
Anthracite, stove....	8.00	Winifrede, lump.....	4.75
Anthracite, egg.....	8.00	Jackson, lump.....	5.50
Anthracite, grate....	8.00	Jackson, sack.....	3.25
Pocahontas fork lump	6.25	Hocking Valley, lump	4.50
Pocahontas, shovel		Linton, No. 4 lump..	3.50
lump .....	5.50	Linton, egg.....	3.50
Pocahontas, mine-run	5.00	Brazil, block.....	4.25
Pocahontas, nut and		Falling Rock, cannel.	6.00
slack .....	3.75	Blossburg smithing..	5.50
Gold tint, lump.....	5.25	Indiana slack.....	2.00
Gold tint, egg.....	5.00	Lump coke.....	6.00
Kanawha, lump.....	4.75	Crushed coke.....	6.50
Kanawha, nut.....	4.25	Oven egg size coke..	6.00
Kanawha, slack.....	3.25		

Good Demand at Mines.

The operators have a demand for more coal than they can supply, but owing to the poor transportation facilities the business is only fair. Only a few mines are being operated half the time. The prices are satisfactory, but the difficulty in getting the coal to the market makes the trade very unsatisfactory.

Brazil block and Minshall are bringing \$2.25 a ton at the mines; best domestic lump, \$2; mine-run, \$1.25; screenings, from 75 cents to 85.

Crusade Against Indianapolis Dealers.

The local police have made several arrests of drivers during the last week on account of short weight. It is announced that the crusade against short weight will be continued throughout the winter. The representatives of half a dozen companies were arraigned before Police Judge Whallon, but no decision was reached. It was shown in some cases that the discrepancy was very slight. The dealers insist on including the sacks in the weighing of their loads.

Indiana Operators Win.

The protest of the Indiana operators against the preference shown by the local city administration for the West Virginia smokeless coal has borne fruit, for it is announced at the city hall that on December seventeen the city will receive bids on Indiana coal to supply municipal contracts for the Haughville town hall and Brightwood water works.

Wagon Prices at Chicago.

Anthracite.	
Grate .....	\$6.50
Stove .....	6.75
Chestnut .....	6.75
Egg .....	6.75
Bituminous.	
Smokeless lump .....	5.00
Smokeless run-of-mine .....	3.75
Hocking lump .....	4.50
Hocking nut .....	3.75
Illinois lump, egg and nut .....	3.50
Indiana lump, egg and nut .....	3.50
No. 1 washed nut .....	4.00
Cannel lump ...	6.25
Smithing .....	4.50
Screenings .....	1.75
Gas house coke .....	5.50

A memorial will be presented to congress soon after it convenes in December outlining views of the Oklahoma constitutional convention in regard to the disposition of the segregated coal, gas and timber lands of Indian Territory. State ownership of all these lands is the dominant sentiment of the convention.



## In Memoriam

Charles Donnelly, Sr., coal operator, coke producer, developer of railroads, captain of finance, extensive real estate operator, club man, art collector and well-known philanthropist, died at his home in Pittsburg last Wednesday night after an illness of nine weeks.

Mr. Donnelly was sixty-five years old, and during his entire life had been noted for his vigorous mentality, tireless energy and strong personality, which forced him into the front ranks of commercial and financial affairs.

Charles Donnelly was a native of Ireland. He was born in County Tyrone, April sixteenth, 1841. His father, Charles Donnelly, was an officer in the British army, and at his death his widow and her son came to America and first settled in Ohio. This was in 1849. In 1865 Mr. Donnelly moved to Pittsburg, and the balance of his life was spent here, where he was identified with many of the prominent and successful enterprises of the city.

### Saw Future of Coke Trade.

While clerking for the Baltimore & Ohio railroad Mr. Donnelly foresaw the future of the coke business in the Connellsville region, and in 1882 left the railroad employ and became interested in the coke operations of that famous field. He was the prime mover in the organization and continuance of the business of the old McClure Coal & Coke Co., and was actively engaged in this concern until 1895, when it was sold to the H. C. Frick Coke Co. This deal made him wealthy and gave him freedom to exercise his powers in successful financial investments of various kinds. With F. F. Nicola he organized the Pittsburg Terminal Railroad & Coal Co., which included the West Side Belt railroad, now owned and operated by the Gould interest, in 1891, Mr. Donnelly being president. He also organized the Schenley Farms Co. and the Federal Coal & Coke Co. With Josiah V. Thompson, of Uniontown, he organized the Thompson Connellsville Coke Co., which concern is now in active operation.

### Prominent in Banks and Charities.

Mr. Donnelly was founder of the Rosalia Maternity Hospital, which he named in honor of his first wife. He was a director of the Union National Gas Corporation, the First National bank, the Colonial Trust Co., the Diamond National bank, the Title & Trust Co. of Western Pennsylvania, and of the Western Pennsylvania Exposition Society. He was a member of the Duquesne, Pittsburg, Monongahela, Union, Country and Americus clubs, and the Pittsburg Matinee club of Brunot's island. He was also a member of the G. A. R., having served as first lieutenant of the Eighteenth regiment, Ohio volunteers, throughout the Civil war. Throughout his life Mr. Donnelly was noted for his charitable bequests, which were many and numerous, but which were always made in an unostentatious way.

### Property Worth Millions.

Mr. Donnelly was one of the heaviest owners of property in the downtown district of Pittsburg, among a bunch of wealthy men who recently have been dealing in such holdings. During the last two years Mr. Donnelly was perhaps the most persistent and successful operator in large real estate transactions in the city.

The real estate holdings of Mr. Donnelly are estimated to be worth between five and six million dollars. This is for city property alone. In addition Mr. Donnelly owned coal lands which are estimated to be worth between three and four million dollars.

Mr. Donnelly was exceedingly fond of horses, and owned several fine animals. He was also a great admirer of fine paintings, having a notable collection at his home. Included in this are paintings in oil and pastel from the brushes of some of the world's greatest artists.

Since his residence in the East End Mr. Donnelly had been a member of the Church of the Sacred Heart until the opening of the new St. Paul's Cathedral, when he became a member of that congregation. Mr. Donnelly was closely identified with the building of the Cathedral,

and was one of the principal benefactors of that handsome church. His death, no doubt, will be keenly felt by the Catholic clergymen of Pittsburg, with whom he enjoyed great popularity.

Mr. Donnelly was exceedingly popular among all classes, having worked his way up from an obscure origin to being one of the millionaires of the city. He always remembered his early efforts to get a foothold in the business community, and he was ever ready to help others in their efforts to succeed.

## Baltimore Shipping Trade.

BALTIMORE, MD., Dec. 6.—(*Special Correspondence*)—Baltimore is still making its increasing record as a coal exporting port, and not a few coal men here see for the port the supremacy of the Atlantic seaboard in this line. During the month of November the shipments of coal and coke were valued at \$105,256.65 for export. Mexico continues to take the majority of these shipments, but Cuba is looming up stronger all the time, and is destined to cut a big figure in the export trade from this port. The Cuban shipments during the month aggregated 10,709 tons, the largest month's export to the island on record.

The following list of ships, cargoes and destinations is of interest:

	Coal.	Coke.
Steamer Mancunio (Br.), Tampico .....	1,603	3,890
Steamer St. Helena (Br.), Cardenas....	1,153	....
Schooner Salisbury, Nassau, N. P. ....	774	....
Steamer Wildcroft (Br.), Vera Cruz....	3,860	....
Steamer Falco (Nor.), Cardenas.....	2,860	....
Schooner Venus, Nassau, N. P. ....	143	....
Steamer Queen Adelaide (Br.), Tampico..	1,013	2,575
Schooner Geneva, Cienfuegos .....	1,198	....
Schooner Fernfield (Br.), Cardenas ....	3,383	....
Steamer Aagot (Nor.), Tampico.....	5,500	....
Steamer Trojan (Br.), Vera Cruz .....	5,200	....
Steamer Zanzibar (Br.), Vera Cruz.....	3,810	....
Steamer Progreso (Nor.), Sagua la Grande	2,115	....
Total for month .....	32,612	6,465

The percentage of increase can be seen when it is stated that the coal exports for November of last year were 24,994 tons, with no coke exports.

### Prices on Increase.

The bituminous business here continues to improve, both in the matter of demand and of prices, and the end is not yet in sight. Best grade bituminous, such as Georges Creek, easily demand \$2.00 when available, and the Pennsylvania steam coals, which are now selling around \$1.40, are from ten to fifteen cents better than the previous week. The great demand for gas coals in this section, which has been previously spoken of in these letters, continues. Coke is in active demand and the quantities coming through are not sufficient to meet this trade outside of existing contracts. Spot fuels are few and far between, and the keeping up with contracts is the aim of many.

The car supply still continues stringent, although for a couple of days some few shippers reported that they had been treated more generously than had been the case for some time back. Not a few in the trade here who have been studying conditions closely say that the recent heavy orders of cars, both by railroads and shippers themselves, even when delivered, will not aid conditions. These men claim that there is sufficient of cars and even of motive power to meet all requirements, and that what is needed is more trackage. It is pointed out that every railroad is moving trains as fast as block systems or other safety arrangements will permit, and that only additional tracks can solve the situation where business has increased to such wonderful proportions that a two-track road is now insufficient.

The great scarcity of coal in some sections of the west and south is attributed largely to the one-track systems that feed the territories. The Baltimore & Ohio and Pennsylvania are in some sections four-tracked, as an acknowledgment of the necessity for this sort of a road, and the day must come, in spite of the tremendous cost, when the great trunk lines must have four, or even six tracks, throughout. Sidings will, of course, aid, but they will not solve the puzzle. Fast passenger trains tie up freight for hours. If the former could be placed on separate tracks, then freight would come through fairly well with what cars and locomotives are now available.

### Some Trade Events.

The Consolidation Coal Co. the past week loaded the bunkers of the United States Collier

Marcellus. The vessel is now awaiting orders from Washington.

It is now thought that the fast sailing ship HITCHCOCK, which was wrecked in the Hong Kong typhoon, may be a total loss, although a contract has been let in an endeavor to float the vessel. The sister ship, the Chapman, also wrecked in the same blow, has completed repairs.

The trade enjoyed Thanksgiving day in spite of the fact that it meant further curtailments at the mines. The Christmas holidays are also approaching, but with all their troubles the coal men here expect to enter upon the New Year with jolly good prospects and a good balance on the right side of the books for the old year.

## Retailers' Meetings of Milwaukee.

The eighth semi-annual convention of the Illinois and Wisconsin Retail Coal Dealers' association will be held in Milwaukee, beginning Tuesday, December eighteenth and ending Wednesday, December nineteenth. The Plankinton house has been selected as headquarters and the business sessions will be held in the large colonial hall of this hotel. The opening session will be called to order at 1:30 p. m., on Tuesday, December eighteenth. This will be an open meeting of the executive board, to take up and adjust, if possible, any and all complaints that have been brought to the attention of the association by either retailer or wholesaler. Therefore not only are the members of this association requested but the producing and wholesale trade and the traveling salesmen are most cordially invited to attend for the common good of all concerned in the coal industry.

It has been demonstrated time and again that when the producing and shipping trade, the traveling salesmen and the retail dealer come in contact in meetings of this kind, where new acquaintances are formed and old ones renewed, it establishes a feeling of confidence that is of the greatest value, and which invariably results in much good.

A reduced rate of a fare and one-third for the round trip has been secured to all who attend the meeting. Arrangements have been made with the Chicago, Milwaukee & St. Paul Railway Co. for special day coaches and parlor cars for the exclusive use of the coal men making the trip from Chicago to Milwaukee on C., M. & St. P. train leaving Chicago at 9 a. m. Tuesday December eighteenth. All who wish accommodations on this train are requested to communicate with F. E. Lukens, secretary, 1419 Monadnock block, Chicago, as soon as possible, so that a sufficient number of special cars may be secured.

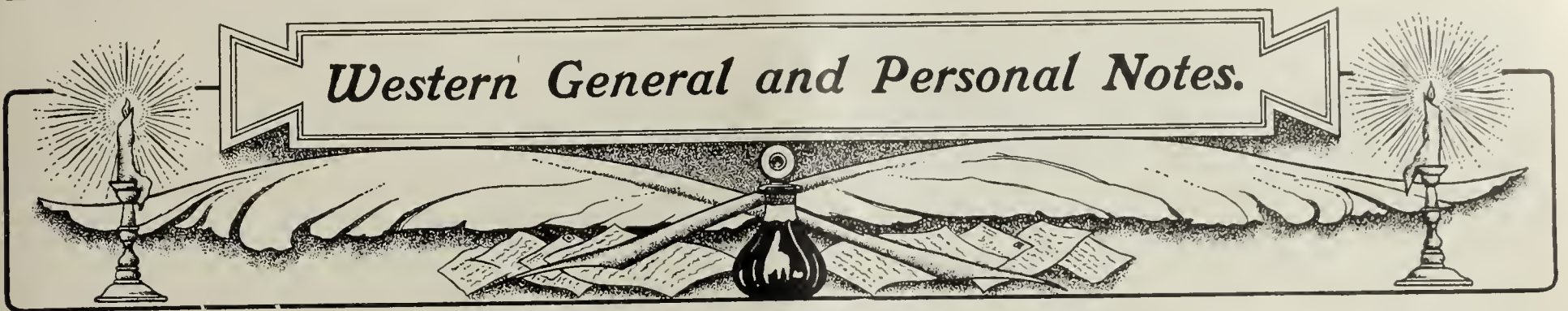
The ninth annual meeting of the Iowa Coal Operators' association will be held in the Savery hotel, Des Moines, Iowa, on Tuesday, December eleventh. An election of officers will be held and other important business will be brought up at this meeting. Every member of the association should make a special effort to answer the roll call next Tuesday.

R. K. Brown of Cheyenne, Wyo., who was a witness against the Union Pacific Coal Co. at the time of the recent investigation by the interstate commerce commission, has organized an independent coal company and will fight the Union Pacific company in its own territory. Together with his associates he has secured two thousand acres of land near Hana, Carbon county, and they are now prospecting for the purpose of locating the most promising point for the main workings.

C. B. Grandy, formerly of Toledo, but now of Detroit, was shaking hands with nearly every coal man on Dearborn street this week. He is one of the most popular coal men in the west and gets a hearty welcome everywhere.

Effective immediately the Martin-Howe Coal Co., 355 Dearborn street, Chicago, will handle the country business of the Bedford Coal & Coke Co.





A. C. Dies, president of the Clinton Coal Co., Clinton, Ind., is in Chicago this week on business.

William Huber of the Rock Island Fuel Co., Rock Island, Ill., was in Chicago recently on business.

B. C. Bowman of the S. H. Bowman Lumber Co., Minneapolis, was in Chicago on business this week.

Frank Harral of the J. F. Harral Co., Aurora, Ill., was in Chicago on business early in the week.

Worrell Clarkson of the Clarkson Coal & Dock Co., St. Paul, made a business trip to Chicago on Tuesday.

H. H. Heiner, vice-president of the Sunday Creek Co., Columbus, Ohio, was in Chicago this week on business.

W. L. Rambo, sales agent for L. F. Drieske & Co., Chicago, was calling on his friends in the Chicago trade this week.

C. R. Shabino of the Old Colony Coal Co., Plymouth building, Chicago, will make a business trip to Columbus this week.

John M. Warnock of the D. W. VanDusen Co., Minneapolis, Minn., made a trip to Chicago in the interest of the company this week.

John W. Biddle, formerly with the Prudential Coal & Coke Co., is now sales agent for the Monarch Coal Co., 355 Dearborn street, Chicago.

Inkerman Bailey, general manager of the Reinecke Coal Mining Co., Madisonville, Ky., was in Chicago this week attending the Industrial Association convention.

Mr. Ewing of the Twin City Rapid Transit Co., Minneapolis, Minn., was in Chicago this week for the purpose of placing his contract for coal.

Thomas Johnson, president of the Johnson Coal Mining Co., Columbus, Ohio, was in Chicago this week with his family attending the live stock show.

L. J. Daft, manager of the coal mining department of Ingersoll-Rand Co. spent the week in Chicago visiting his many friends among the coal operators.

Thomas N. Mordue, sales agent of Castner, Curran & Bullitt, old Colony building, Chicago, made a business trip to Cincinnati and through Ohio this week.

The Riverdale Coal Mining Co., Clarksdale, W. Va., has brought suit against the Baltimore & Ohio railroad for \$75 for the alleged non-delivery of cars.

M. A. Hanna Coal Co., St. Paul, Minn., sent one of its representatives to Chicago this week for the purpose of picking up a number of cars of coal for rush shipments.

A. J. Baggs of the Watt Mining Car Wheel Co., Barnesville, Ohio, made a business trip to Chicago this week.

William A. Ridgley, general manager, Christian County Coal Co., Taylorville, Ill., was in Chicago this week and reports the car situation a little better in the Springfield district.

The Spring Valley Coal Co., Old Colony building, Chicago, is becoming very popular in Nebraska. This week the fourth complete train load of coal will be dispatched for Fremont.

The Susquehanna Coal Co., Old Colony building, Chicago, is making a good record for prompt shipments to western points. Orders are being received as far west as Boise City, Idaho.

William E. Hamilton, vice-president and general manager of the Hamilton Manufacturing Co., Columbus, Ohio, was calling on Chicago coal operators this week exploiting the merits of his coal loading machine.

C. A. Bickett of the Bickett Coal & Coke Co., Old Colony building, Chicago, made a business trip to East St. Louis this week, where he will visit the branch office of the company.

The farmers of Lacrosse, Wash., and vicinity confiscated a carload of coal recently belonging to the Oregon Railroad & Navigation Co. The coal was to be used at railroad depots along the line.

F. C. Atwill of Richards, Ambler & Co., Plymouth building, Chicago, recently returned from a trip to Joplin, Mo., where he spent a few days last week inspecting lead and zinc mines in which he is interested.

F. C. Bryan, vice-president of the St. Paul & Western Coal Co., St. Paul, Minn., was in Chicago this week on business. He left for Duluth Tuesday night. L. P. Ecker, auditor of the Hocking Valley Railroad Co., Columbus, accompanied him.

John G. Richards of Braddock, Pa., has purchased one hundred and twenty-four acres of coal land just east of Hammond, Ind., the consideration being \$150,000. It is stated that Mr. Richards will locate a large coke plant on the property.

Referee in bankruptcy Loomis, at Topeka, Kas., has handed down an order permitting the Devlin trustees to transfer Illinois property valued at \$500,000 from C. J. Devlin's personal estate to the Toluca, Marquette & Northern Railway Co., and the Devlin Coal Co.

Burt Merryweather has severed his connection with the Royal Colliery Co. and the Stonega Coke Co., Marquette building, Chicago. He was succeeded by A. J. Maloney, of Philadelphia, who has been connected with the Wentz interests for a number of years.

Every member of the coal trade should be interested in the National Rivers and Harbors Congress, now in session at Washington, D. C., the purpose of which is to demonstrate to congress that sentiment has arisen in favor of an increased harbor and river appropriation.

T. J. O'Gara, president of the O'Gara Coal Co., has returned from Hot Springs, Ark., where he was completely relieved from a severe attack of rheumatism. Mr. O'Gara took up his regular duties this week at his offices in the Marquette building, and reports that he is feeling fine.

The case of Edward Fox, coal dealer at Springfield avenue and Taylor street, Chicago, charged with giving short weight, will come up in the Municipal courts on December tenth before Joseph Grein, city sealer. The maximum fine which may be imposed is two hundred dollars.

Packers and other large concerns of Kansas City, Kas., who have had their supply of natural gas cut off, are complaining that the coal dealers have taken advantage of their plight and advanced the price of coal twenty-five cents per ton. Rather than pay this increased price for coal several of the corporations claim they will now burn fuel oil.

F. M. Boynton of Pittsburg spent the early part of the week in Chicago. He says the Kokoals in Pittsburg are lying awake nights trying

to think of something startling for the pow wow which will be pulled off in the Smoky City next July. The Windy City delegation will expect at least a portion of Carnegie's millions after the revelations "F. M." exposed to their wondering gaze this week.

The stock of the Columbus & Southern railroad, which owns twenty-five miles of road between Wyandotte and a point near Bloomingville, Ohio, has been purchased by E. B. Bingham of Toledo, representing New York capitalists. The road will be completed to Lancaster, thence to McArthur and to a point on the Ohio river, probably Gallipolis. Contracts have been awarded for the extension.

Owing to the shortage of coal throughout New Mexico great distress is being felt by all classes. A few tons which were in storage at Carlsbad about a week ago sold for twenty dollars a ton. Now that there is not a pound of coal in the city and all that was en route being confiscated, the merchants are alleged to be burning bacon for fuel. The schools are all reported closed on account of the cold and zero weather, with two and a half feet of snow prevailing.

Henry D. Baker, fireman of engine company No. 80, Chicago, was recently killed by fumes of escaping gas while fighting the two-weeks old fire at the Calumet dock of the Lehigh Valley Coal Co., South Chicago. When found by his comrades he was still clutching the nozzle of the hose, throwing water on the pile of burning coal. It is thought that Baker, having inhaled too much of the deadly gas, became drowsy. He had been dead for several hours when found.

A receiver has been appointed for the properties of the Round Mountain Coal & Iron Co., Round Mountain, Ala., on the petition of P. Hine, a stockholder whose residence is in Cincinnati. Mr. Hine alleges that the operators are diverting the assets and resources to another company, that it is not properly managed, and that it is being dissipated without real return to the owners. The furnace of this company, which was recently placed in blast, is considered one of the best in the state.

Mrs. Francis S. Peabody, wife of F. S. Peabody, president of the Peabody Coal Co., American Trust building, Chicago, died several days ago at Nice, France, after a brief illness of typhoid fever. Mrs. Peabody left Chicago the first of October for a tour of Europe and after spending a short time at Naples visited Nice. A few days after her arrival at this city she was stricken with fever and died on November twenty-seventh. The body will be brought to Chicago for burial, but thus far the funeral arrangements have not been made.

John T. Connery, president of the Miami Coal Co., Old Colony building, Chicago, and well known in political circles, was injured in an elevator accident a few days ago at the Union League club. Mr. Connery was to have attended a luncheon given by J. B. Cavanaugh, secretary of the Western Coal & Dock Co., in celebration of his birthday. The guests, having assembled at the club at 1 o'clock, entered the elevator together to ascend to the fourth floor where the dinner was to be served. When the car rose to the fourth floor it stopped and slid smoothly down to the ground without injury to any one. The car again ascended and again failed to hold, this time descending swiftly, jarring the occupants severely. Dr. J. B. Murphy, who attended Mr. Connery, states that it will be several months before he can take up his business duties.





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President, J. C. Golsen, Terre Haute, Ind.; Vice-President, Hugh Shirkie, Terre Haute, Ind.; Secretary and Treasurer, Philip Penna, Terre Haute, Ind.; Executive Committee, E. Shirkie, T. C. Keller, F. J. Urbain, Otto Heyden, John McFadyen, J. Smith Talley, Hugh Shirkie, J. K. Seifert, Job Freeman, John Hewitt, David Ingle and Martin Cahill.

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BRADSTREET claims that the increased earnings of the railroads for the past nine months is over thirteen per cent and that the coal roads have increased their earnings over fourteen per cent. Isn't it a ripe time for the railroad magnates to get together and organize a United States Railroad Corporation for several thousand million dollars, including a sufficient quantity of water, and thus give the dear public a chance to buy some more stock?

**The Waterways Congress.**

The Rivers and Harbors Congress, in session at Washington this week is of international interest. Transportation is one of the most potent factors in civilization. If the consumers of coal in the state of Kansas were compelled to pay the rates of transportation prevailing in China, coal would cost them over one hundred dollars per ton. This, of course, means that they would have no coal; but it also means that they could not get their grain to market at a profit. The result would be the raising of only enough cereals for local consumption, thus destroying all possibility of progress. Every article which is manufactured includes in its purchase price not only the expense for labor and material, but also the cost of transportation. In primitive countries transportation was in the form of manual labor. The greater part of the tea crop in China today is carried on the backs of men to the waterways. As soon as modern transportation systems are created the labor utilized in transporting freight to market is relieved, to take up the manufacture of more goods or to engage in other industrial pursuits. This all seems simple enough, as we look at it with our "hind-sight." We are unable to appreciate the tremendous value of cheap transportation in this country simply because we do not know any other condition. America has the cheapest transportation in the world.

We are away behind other countries in the efficiency of our waterways.

If the Rivers and Harbors Congress accomplish their purpose it will do much for the advancement of industrial progress in this country. Goods can be transported by water for about one-sixth of the cost of transportation by rail. Every member of the coal industry should be intensely interested in this movement. Coal forms practically twenty per cent of all the freight moved by the railroads. A large percentage of this coal could be moved during the summer at a saving of hundreds of thousands of dollars. Transportation must be as low as possible. It is a remarkable fact that as transportation decreases, wages increase. During the past fifty years the cost of transportation per ton per mile has decreased from \$0.035 to \$0.0069 and the average daily wage has increased from \$1.23 to \$2.60.

One reason why the American laborer has the advantage over almost every other laborer in the world is on account of the small expense of transporting the product of his toil to domestic and foreign markets. Therefore every laborer in this country should have an absorbing interest in the result of the Waterways Congress. Szechuan, a province in China, has nearly the same population as the United States. Its communication to the various markets, however, is by small boats and transportation is ten cents per ton per mile. Labor is only eight cents per day. It costs thirty times more per mile ton to transport grain to market than in America. The value of every commodity depends upon the breadth of the market, therefore as we increase our waterways we shall greatly extend the market for our products. California today ships its apples across the country, then over the Atlantic and sells them in the London market to compete with the rates on Scottish railroads. Our cheap transportation has put many of the Saxon iron mills out of business because we transport our product to the seaboard, across the Atlantic and deliver it in foreign markets to successfully compete with rates of transportation in Germany. Japan has increased her foreign commerce eight hundred per cent since she increased her railroad system.

As soon as our waterways are made more efficient we shall at once have lower transportation rates, thus increasing wages, augmenting our foreign commerce, making a greater demand for labor and bringing a greater reign of prosperity throughout the country. To dominate the world's markets we must either have cheaper labor or cheaper transportation. Labor in most foreign countries is much cheaper than in America, therefore to hold foreign trade it is necessary that our transportation be as low as possible. There is sufficient freight for both the waterways and the railroads, and as soon as our rivers and harbors have been sufficiently improved to compete with rail transportation many of the vexatious problems of interstate commerce will be satisfactorily adjusted.

**The Switching Nuisance.**

So much complaint is heard from shippers relative to the radical rules of railroads controlling the switching and reconsignment of cars that many advocate the matter should be investigated by the Interstate Commerce Commission. It should be remembered, however, that the commission has no authority to compel the railroads to carry out its recommendations regarding the switching of commodities even though it should make an investigation. Under the Tilman-Gillespie resolution the commission has authority to investigate switching conditions and report its findings to Congress. The public exposition of some of the rulings made by the railroads no doubt would have a decided effect. In a recent investigation of switching conditions in Louisville it was found that one of the railroads had the audacity to ask the enormous sum of fourteen dollars per car.

It is a general complaint that much business is lost because the railroads do not co-operate with each other. Delay in reconsigning cars which are on sidings is also causing much trouble. Sales agents claim that the cars are not moved sometimes in three weeks. They also experience another nuisance which should not be tolerated. Oftentimes cars of coal are ordered by a dealer to be delivered at the rate of four or five cars per day. Some of the railroads in handling the business bunch four or five shipments together, thus delivering twelve or more cars in one day; such a large number that the dealer cannot promptly unload them. He is then charged demurrage. These conditions seem to form an argument for a general clearing house, which should be under government control and the cars distributed to shippers on the basis of the highest interest of commerce. The railroads have received from the state a very valuable franchise and they should be compelled to give an efficient service. Many contractors are not receiving coal now simply because their manufacturing plants are not on the direct line of a railroad to the mines, and the railroad running into the mining district will not permit its cars to go to foreign roads. This condition compels selling agents and operators to lose thousands of dollars. It also delays the shipment of coal to dealers in country districts. The freight cars should be distributed wherever they will do the most good, no matter whether the railroad over which they are traveling owns them or not. There are enough railroads in the country to satisfactorily take care of the freight providing the railroads are working in harmony.



# The "Harmony" of the Secretaries.

"The evil which men do lives after them; but the good is often interred with their bones." When Shakespeare made Marc Antony give expression to this thought he voiced a sentiment open to criticism. It will be generally admitted that crime may be remembered for a long time after a man is dead, yet it is only the good deeds that really live and become a part of the history of mankind. The petty jealousies, differences and unfortunate events are soon forgotten. They are not worth as much as the rotten leaves which nourish this year's shrubs. The leaves may decay, go through a cycle of chemical changes, and perhaps in some distant age turn into coal, but the

"spirit of scrapping" unfits man for aggressive business. It spoils his disposition, centers his mind upon unworthy objects and generally helps him to attain them. It is just possible that the association officers who have on their fighting clothes think with the poet of old that the only road to fame is by the evil which they can do the associations which they represent. This, however, may be an unfair suggestion. Most people who know the combatants personally, are convinced, no doubt, that they are in earnest and are trying to serve their associations, as they see it, to the highest advantage of all concerned.

But the trouble is that they are too close to the scene of controversy to view it from a vantage ground. They can not see how really ridiculous it all is. They need to get up on the landscape of practicality and distinguish between illusions and the path of duty which leads to better things. This is the age of compromise and co-operation. The more rational members of the coal industry are calling out, "Get together," "Play ball." A dispute always looks and feels different from the grandstand. THE BLACK DIAMOND is perhaps in an advantageous position, it is at the apex of the triangle. The enemies' camps are at its opposite angles; one in Iowa and the other in Minnesota.

From the lake front a flickering light is seen now and then from the camp fires. Then there is a dull monotonous sound, similar to that of a mine car butting into the wrong chamber. Now comes the attack of the generals while the denizens of all the border states, like a lot of monks, stand in the background and wonder what it is all about. Someone after wandering around in the darkness, having lost sight of one of the camp fires, calls out in all earnestness: "What has all this chewing the rag got to do with the service we are supposed to get for our annual dues?"

After this, the members of the "neighborly" organizations look each

other in the face and study their banner. Then they make a new definition for the word "harmony." The real secret of progress in this country is the rapid and continual change in our view of life. This is the power back of social and business growth. The more rational principles of action must crush out the fallacies in the battlefield of business, just as the natural law of selection in the biological world eliminates structural characteristics which it does not want. There are so many things for retail coal dealers' associations to live for that it is astonishing that their secretaries would be wasting their time over differences. Another definition of harmony is "tend to your

own business, study your highest interest and deliver the message to Garcia." There are a lot of messages which the retail dealers' conventions should take up at the very first session.

One of these is the Cost of Scrapping which should be of special interest to the members of the Northwestern and Iowa and Nebraska associations. Whenever attention is diverted from the real purpose of the association it is bound to become detrimental. It of course kills interest in association work and destroys the confidence of the members. Without these essentials the association can not prosper. It is astonishing to note how easily any matter which can be made the subject of contention will divide the members of an association into warring camps. Our social structure is so sensitive that whenever a chance exists for division of opinion there are always a number of people who are ready to assert themselves. The aim of the two associations must necessarily be the same. If each association is developed to the highest efficiency in its own state it will not have time to bother with other territory. During the scrapping period the members of the associations will not get the protection which they deserve. "The Snow Bird" naturally will come along and do a fine business.

At the present time

there are a large number of subjects which should be seriously considered by every retail dealers' association. There is complaint from every part of the country relative to the unfairness of railroads in charging demurrage when they take their own time to make shipments. The railroads secure from the state which they pass through valuable franchises. The legislature has within its power the privilege of passing laws which will regulate the intra-state commerce. Every retail association should take this subject up carefully and discuss every side of it. When a healthy feeling prevails in an association it is possible for the members to do much culture work



PRESENT CONDITIONS IN NORTHWESTERN ASSOCIATION CIRCLES.



# The National Rivers and Harbors Congress.

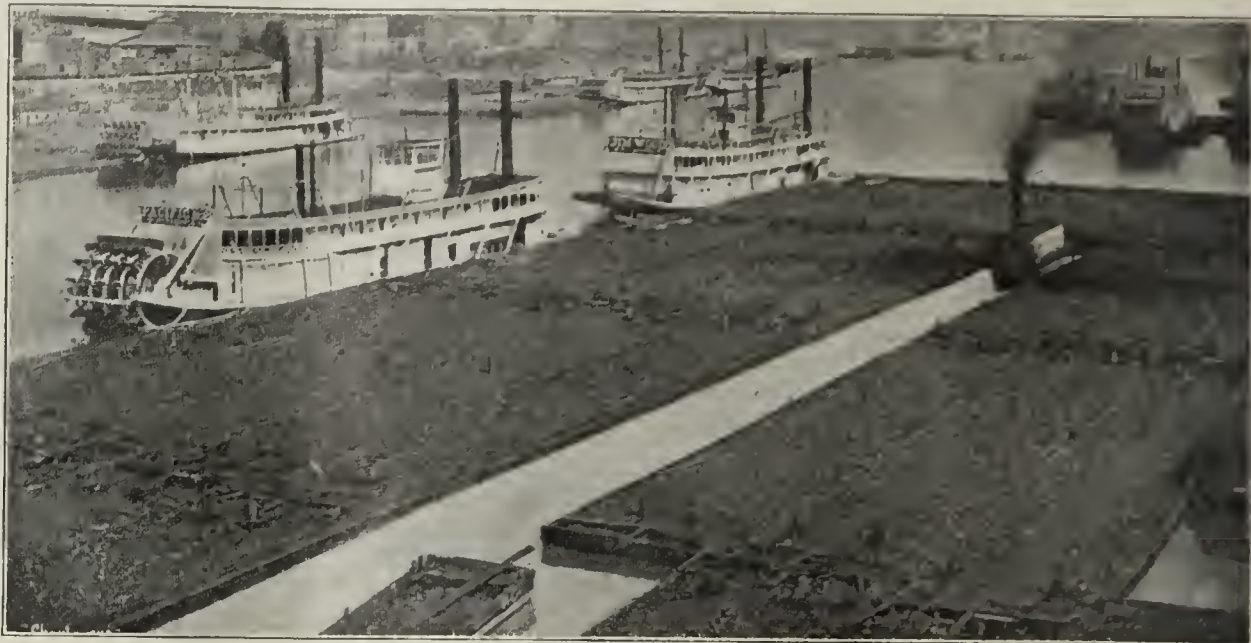
Every representative of the coal industry should be interested in the National Rivers and Harbors Congress in session at Washington, D. C., this week. The purpose of this convention is to demonstrate to the Congress of the United States that a universal sentiment has arisen in favor of an increased and regular river and harbor appropriation. Millions of tons of coal could be transported in barges if the various waterways of the country were put in navigable condition. Business men representing commercial bodies, river improvement associations, chambers of commerce and other organized bodies from every city in the union are present and their sentiments are being voiced by distinguished speakers from various sections of the country. Congress has been invited to attend the session of the body and resolutions will be adopted and presented to Congress asking for an appropriation of fifty million dollars annually for river and harbor improvements.

In addition to sending out more than ten thousand invitations to the governors of the states, mayors of cities and presidents of commercial organizations, one of the members of the executive committee, J. A. Fox, of Arkansas, personally visited the large cities in order to explain fully the importance of having representatives present.

This move has the full sanction of a large number of members of the Rivers and Harbors Committee, and has for the head of its executive committee one of those members, the Hon. Joseph E. Ransdell, of Louisiana. The need for this move was felt by reason of the great discrepancy between river and harbor appropriation bills and the other bills that are passed by Congress, for during the past ten years, although \$143,000,000 have been spent for pensions, \$127,000,000 for postoffices, \$69,500,000 for the army and \$67,200,000 for the navy, only \$19,000,000 have been spent annually for rivers and harbors, and yet there are more than \$400,000,000 of projects now awaiting the action of the Rivers and Harbors Committee. These projects have been passed upon by a competent board of engineers and recom-

national and the executive board is composed of three members from the Atlantic States, two members from the Gulf States, two members from the Pacific Coast, two members from the

transport it so that the railroads can not make contracts for prompt deliveries. The dearth of cars, power, terminal facilities and storage are serious problems which can not be solved by an increase of rolling stock, since the space required



A Scene on the Ohio River.

Great Lakes, one member from the Missouri Valley, two members from the Ohio Valley and two members from the Mississippi Valley. Congressman Ransdell, the chairman of the committee, has visited every commercial center of the United States since the last meeting and has found a ready response wherever the mission of the congress has been explained. Publicity bureaus maintained by the organization have kept the question carefully before the various congressional districts and a widely discriminated interest has been aroused.

for handling so many small units at the seaboard cities can not be purchased at any reasonable price. New and expensive facilities must be secured and the through freight segregated from the local. But the cry still goes up for more money to enlarge the waterways while the opposition to larger appropriations continues to be felt to the great detriment of our industries and commerce. The demand of the Waterways Congress is for an appropriation of \$50,000,000 every year instead of about \$20,000,000 in three years. This demand is based on the substantial business fact that money thus expended makes a larger

return than that invested in any other enterprise under governmental control and that in general the expenses of the government are non-productive. The national government for the past ten years has provided, for the benefit of commerce and agriculture, from which is derived its entire revenue, less than three per cent of the total to improve our natural and economic highways. The weak spot in the system pursued by this government lies in the fact that the demands of so extensive a domain are far beyond the resources of the national treasury under existing allotments, which apply about seventy-five per cent of the revenues of the country to non-productive departments, and that legislation restricts localities from taking such independent action and control as would speedily relieve their necessities.

## Present Condition of the Central West.

The Middle West is gridironed with railroads, having \$5,682 (or 42.26 per cent) of the 202,471 miles of track that are operated in the United States; its navigable waterways are dotted with steam and sailing vessels lardened with the products of its fields, factories and forges; its cities are numerous, large and substantially built, one of them ranking second in size in the United States and sixth among the great municipalities of the world. Already the Central West contains more than one-half of the

wealth invested in improved farms in the United States; it has more than one-half of the live stock and neat cattle and it produces seventy-eight per cent of the food products and more than one-half of the butter, corn, wheat, oats, barley, rye, flax seed, potatoes, broom corn and poultry that are grown in the entire country.



A View of Chicago Harbor.

mended to the Rivers and Harbors Committee as being meritorious and worthy of federal undertaking, and these works can not be undertaken and completed as long as the present policy of Congress to appropriate such small sums is continued.

The Rivers and Harbors Congress is wholly

Too much importance can not be laid upon this need so long as the national government retains the sole jurisdiction of these channels. The inadequacy of our rivers, creeks and harbors to meet the growing demands for greater depth and capacity is notorious. The growth of traffic far exceeds the ability of the overland carriers to



### The Deep Waterway Project.

The government project to connect the Great Lakes with the Gulf of Mexico by a deep waterway carries with it a solution of the whole vexatious puzzle of equitable transportation rates, and points a way to the quicker development of the whole country in every line of industrial enterprise or agricultural pursuit.

It is one of those rare questions of public policy free from any suspicion of politics or "graft." It is a plain matter of business touching the prosperity of the country as a whole, and the individual profit of every man, whether he be a laborer, mechanic, farmer, merchant or millionaire.

The completion of such a waterway means cheap transportation for the millions of tons of products from this vast territory. It means a great public highway of unlimited capacity, giving direct connection between our fields and factories and the great markets of the world.

The "divide" between the Great Lakes and the valley of the Mississippi has been cut through by the Chicago sanitary and ship canal having a minimum depth of twenty-six feet. This, section alone, is the greatest artificial waterway of the world. It was built twice as large as was necessary for sanitary purposes, in anticipation of the present project to continue the work until tide-water is reached. That which remains to be done is simply the task of improving natural existing waterways of river channels.

The Mississippi Valley presents no unsolved problems, from an engineering standpoint. Millions of dollars have been expended by the general government and private corporations in experimental work. There is no longer any problem. The building of levees is simply a matter of time and money. The channel improvement

is only a question of dredging by modern machinery.

As the nineteenth century was the age of railroads, the twentieth century will be the age of waterways and canals. In his process of development man has always followed the easiest lines

heart of the North American continent farther than from New York to Liverpool, with a coast line 32,000 miles in length having hundreds of prosperous towns and cities and innumerable ports and havens from which the agricultural and manufactured products of one-third of the



A Modern River Coal Tipple.

of transportation. The pendulum, therefore, is swinging back, and the improvement of natural waterways and the buildings of canals to connect natural lines of water communication are the great problems now occupying the commercial world.

Here in the United States, where railroad construction and operation have reached a high state of efficiency, it costs on an average 7.5 mills to move one ton of freight one mile. On the Great Lakes, where the connecting canals afford a depth of twenty feet, the average cost is .92 mill, and on the Lower Mississippi and Ohio, where barges are used, the cost of carrying heavy freight is reduced to .1 mill per ton per mile. On the Erie Canal—a mere ditch—the cost of moving freight is but 1.9 mills per ton per mile, and when the present plans for a twelve-foot depth are completed the cost will be reduced to less than one mill.

These considerations together with the enormous internal commerce of the United States, a large portion of which could be carried by water if our network of natural waterways were only improved, have given an immense impetus to the subject of canal building and internal waterway improvements.

The watershed of the Mississippi river and its tributaries embraces nearly one-half of the area of the United States exclusive of Alaska and the isles of the sea. It includes 1,267,454 square miles of the richest portion of the continent—a great portion of which is easily reached by the Mississippi and its navigable tributaries. Speaking of this inland system of water communication, the late Senator Ingalls said: "It is equivalent to a land-locked harbor, an estuary or arm of the sea, penetrating into the

arable surface of the United States can be shipped to all parts of the globe."

It is not strange, then, that the Mississippi river has always been regarded as the commercial key to the continent.

We are in the habit of applying the term "Mississippi Valley" to the entire watershed of the system of drainage of which the Lower Mississippi is the funnel. This is not strictly accurate. The great river has a valley of its own. And to understand the engineering difficulties to be overcome in making the most of the lower channel as a commercial highway, the extent and topography of this immediate valley must be made familiar to the reader.

From St. Paul to Cape Girardeau, a few miles above Cairo, the valley of the Mississippi is guarded by a line of bluffs on either side. This valley in no place exceeds a few miles in width. Through this valley, hugging the bluffs first on one side then on the other, the great river winds its picturesque course.

But below Cape Girardeau the highlands recede leaving a valley from fifty to one hundred miles in width, which finally expands into the low coastal plains extending from Baton Rouge to the sea.

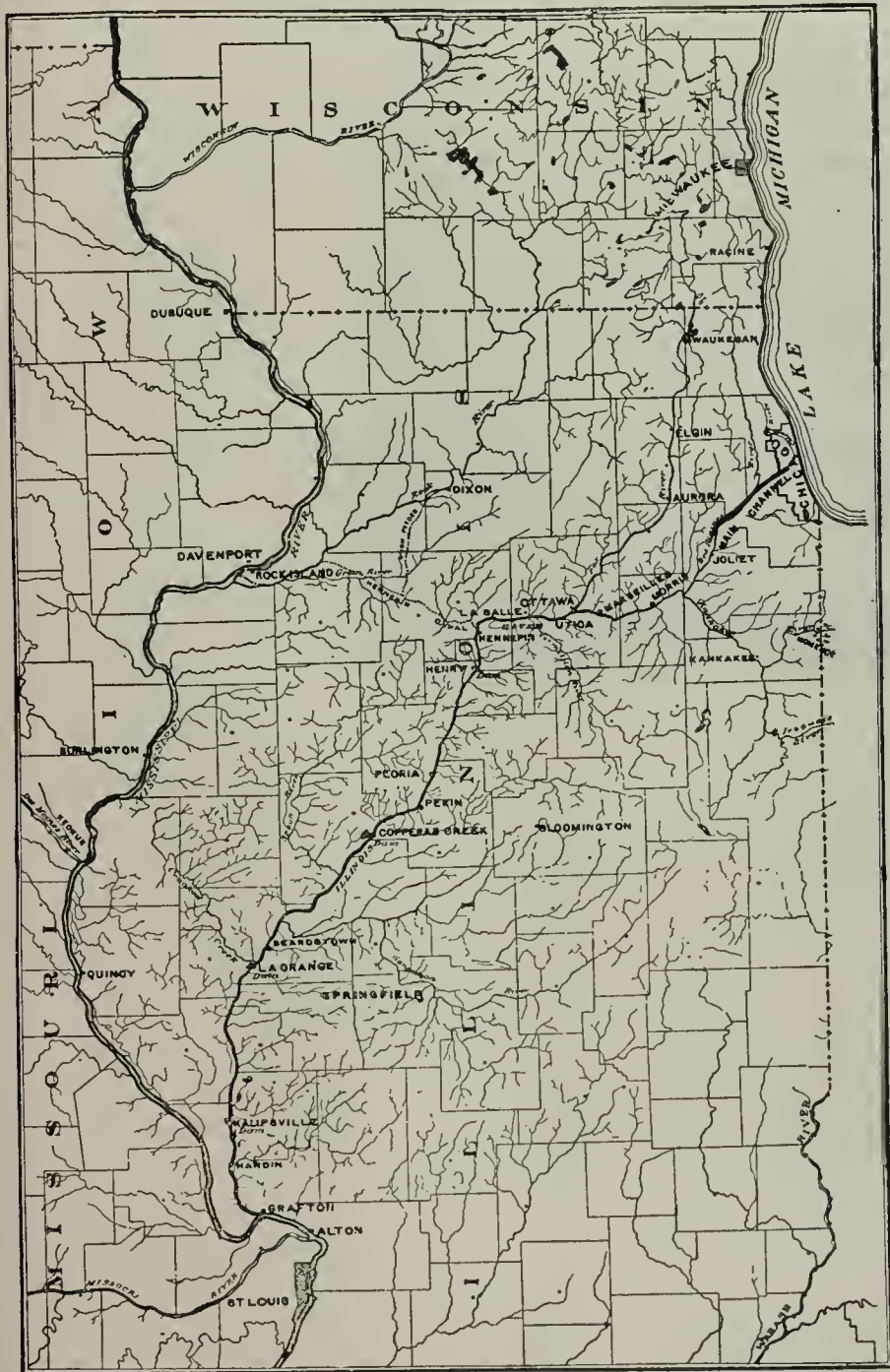
You may ask what has this to do with the improvement of the Mississippi as a commercial waterway? It has everything to do with it. The confining of the channel within limits so that it can not break out over this valley in its highest floods is the most important factor in the navigation problem.

It was not, however, until 1892, that Congress was converted to the levee theory and appropriated in the river and harbor bill \$20,000,000 with an authorization of \$27,000,000 more to be provided under the continuing contract system. Of this \$10,000,000 was to be expended on the Mississippi river from Cairo to the Gulf, and \$6,000,000 above Cairo. Four years later \$9,000,000 more was appropriated to be expended on the lower river.

Most of this money has been expended for levee work. So that today the lower river, which in times of flood, once spread over vast areas of rich lowlands, is now confined between walls and compelled to do its own work of excavation.

Under the present system, the commission works along three lines. First, the river is confined to a limited area by constructing levees to prevent the overflow in times of flood. These levees are built of earth at a distance ranging from a few rods to a half mile from the channel and extending from a few feet to twenty feet in height. Their base is five times the height and the slopes are set with a hardy grass to prevent washing. Second, the river banks in exposed quarters are protected with "matting," a structure composed of layers of stone and willow. Third, the channel is kept to a minimum depth of twelve feet by dredging when necessary.

The work of leveeing will take some years to



The Drainage System of Illinois.



complete. The government is not doing it alone but is being aided by various local levee districts, the money being raised by a tax on the territory benefited. Rivers like the St. Francis, the Yazoo, the Arkansas and the Red have yet to be confined by a levee system of their own to prevent back-water in times of general floods.

Just what effect a complete levee system will have upon the channel of the Lower Mississippi is yet problematical. The levee enthusiasts claim that it will ultimately afford a minimum of twenty feet in ordinary stages of water. The building of reservoirs on the upper tributaries will have a tendency to regulate the stage of water by distributing the flow. Such details will be carefully worked out as soon as possible.

At present there is no reason why ocean-going vessels should not load at the wharves of Memphis. And with the confining of the channel and the conservation of storm-waters to be used in times of need, to predict that a fourteen to twenty foot channel will be maintained to the mouth of the Illinois, and thence to Chicago, is in no way extravagant.

The importance of our internal waterways and the amount of our internal traffic are not realized by the average citizen who has not given special attention to the subject.

For instance, the tonnage passing the canals at the Sault Ste. Marie during the season of 1905—a period of only 250 days—aggregated more than 47,000,000 net tons. A tonnage three times greater than that of the Suez Canal, and more than that of the Suez, the Kiel and the Manchester canals combined. And this enormous tonnage represented only the commerce of Lake

will pass when the Panama Canal is completed, it would stimulate the improvements of our minor waterways and thus save millions to the agricultural and industrial producer.

#### Water vs. Rail Transportation.

On the Erie canal the cost of transportation is 1.9 mills, but upon the deepening of that waterway to twelve feet the expense will be reduced to, approximately, half a mill. Col. John L. Vance, president of the Ohio River Improvement Association, said in an address recently delivered that "the heavier freight—coal, iron, steel, locomotives—are today carried on the Ohio and the Lower Mississippi for one-third of a mill per ton per mile—a less figure than on any other waterway in the world. These figures include the return of empties, and leaves a handsome profit to the transportation lines."

As an example of cheap transportation on the Ohio and Mississippi the steamer Sprague may be cited. She has handled safely, in one tow, 70,000 tons of freight in barges. With the most approved railway appliances in use at the present time this would require 2,333 cars—making a train fifteen miles long, not including the locomotives required to move these cars. The rate on coal from Pittsburg to Lake Erie, 135 miles by rail, is ninety cents a ton, while iron ore is carried from the Mesaba mines on Lake Superior to Ashtabula, Ohio, by water, a distance of one thousand miles, for from seventy-five to eighty cents a ton. Cargoes of coal are carried back, on the return trip, in the same vessels, for thirty-five cents a ton. A large manufacturer

ton, the rate being the same. The very marked disproportion in the weight and bulk shows why the western farmer is so insistent upon cheaper methods of carrying his bulky products to market than those offered by railroads.

#### Canals and Railroads.

The fear that canals may supersede the railroads is not only groundless but it has been established as a fact that where railroads and canals compete as common carriers the result has invariably been that the tonnage of the former has been largely increased. The waterway through the Great Lakes made Chicago the greatest railway center in the world. The barge has not superseded the freight car. Both these means of conveying freight are thriving, not only around the Great Lakes, but also along all the great water courses and the Atlantic sea coast. The waterway furnishes the more economical means for carrying the slow and bulky products of the forest, mines, farms and furnaces; the railroads provide the most rapid means for transporting the costly and finished products of the loom, mill and factory.

The two are, however, competitors within certain well defined limits. The waterway does oblige railroads to lower their rates on all classes of freight. For instance this condition recently existed in Chicago. The Canadian railroads were competing with the Dominion canals in the carrying of grain from Chicago to Montreal and made a rate of three and one-half cents a bushel. The American rate was and remained seven cents a bushel by rail. The reason for this is that the

Canadian canals made a low rate which the Canadian roads were forced to meet to secure the business, while the Erie canal was not an effective competitor of the American roads, which also owned the lake steam grain fleet, and the higher rate was sustained. The waterway is the only competitor the railroad has.

In the carriage of freight between Chicago and New York — by water to Buffalo and rail thence to New York — the boats receive one-third and the cars two-thirds of the through rate, the boat mileage being double that of the car. In round numbers the railroad ton-mileage is about one-fourth that of the entire lake system, while the freight charge is more than double, showing a ratio of over eight to one for general traffic in favor of water transportation.

It is not the intention here, nor should it be tolerated for a moment anywhere, to draw invidious distinctions between the barge and the freight car. They are both of equal importance to the wealth and advancement of the whole country. Each has its proper sphere in the world's trade. Highly finished products, perishable goods and those requiring rapid transit will invariably seek conveyance by rail, while coarse, bulky and durable merchandise may be content with the slower and cheaper carriage that is furnished by water routes. There is traffic enough for the railroads and the waterways and the more there are of these built and improved the greater will be the demand upon them both for the conveyance of the products of farms and factories to the markets of the world.

#### What the West Demands.

The growing industrial energies of the West will be satisfied with nothing less than the canalization of its rivers and the building of artificial waterways, both to bring to its mills and factories raw materials and to carry from them the finished product to consumers at home and abroad. Col.



After a Rise of the River.

Superior, a mere fraction of that carried on the Great Lakes.

It is impossible to get at the tonnage carried on the Ohio and the Mississippi rivers, but its total would be astounding.

In the matter of waterway improvements we are way behind the times. The plodding Dutch, with their little backyard tucked away in a corner of Europe, have expended \$1,500,000,000 in the construction of two thousand miles of waterways. France maintains seven thousand five hundred miles of waterways and canals. Germany maintains over twelve thousand miles of internal waterways, three thousand miles of which are canals.

So far, our government has expended something like \$300,000,000 on river and harbor improvements, while France during practically the same period expended more than \$700,000,000.

The expenditure of \$50,000,000 on the Lower Mississippi during the next ten years would be of incalculable benefit to the whole Middle West. Not only would it bring the ocean and the world's markets eight hundred miles nearer the center of the nation, but, being the great funnel through which the trade of the Central West

in Pittsburg, who uses 1,500,000 tons of coal annually, recently testified before a congressional committee that his coal was brought from the mines to his mill, via the Monongahela river route, for three and one-half to four cents a ton. When, however, navigation on the river was suspended for any reason the railroads charged forty-four cents a ton for transporting the coal between the mines and the mill, or eleven times as much for the same service.

These indisputable facts demonstrate the decided advantage that exists in the cost of carriage of coarse freight by water over that by rail. The effect of cheap transportation is easily illustrated. Take a bale of cotton, at ten cents a pound, and it is worth fifty dollars. It will take sixty-four bushels of wheat at eighty cents a bushel or one hundred and twenty-five bushels of corn at forty cents a bushel to bring as much money in the market as the cotton will bring. The cotton will weigh five hundred pounds; the wheat 3,700 and the corn 7,000 pounds. In other words, it costs more than seven times as much to transport a dollar's worth of wheat, or fourteen times as much to carry a dollar's worth of corn to market as it does to ship a dollar's worth of cot-



John L. Vance, of Columbus, Ohio, said in a speech delivered last fall that "it is admitted that the success of the (Panama) canal depends absolutely upon the improvement of the Mississippi and the Ohio." The strong argument in favor of legislation for the Isthmian canal is that "about 6,000,000 tons of freight would pass through it yearly," and these estimates are based largely on the products of the Middle West. It does not seem to occur to the men who are called upon to vote in Congress for the appropriation of money for our rivers and harbors that some means other than railways must be provided to enable the products of the Middle West to reach tidewater at the Gulf of Mexico. Of the net ordinary expenditures of the government twenty-six per cent is for the army; seventeen per cent is for the navy and four per cent is for rivers and harbors—the internal commerce of the country. The anomaly of this proceeding is seen if one stops to consider the fact that the prime and urgent necessity for both the army and navy is to

protect the commerce of the United States. It seems, therefore, like a mistaken economy to expend forty-three per cent of the national revenues to protect that for which it contributes only four per cent to create and maintain.

#### Waterway to Lake Erie.

Should a ship canal be constructed from Lake Michigan to Lake Erie, it would give an all water route between the West and the seaboard, practically the same in length as that by rail. The cost of this work would not exceed \$200,000,000, but it would enhance by billions of dollars the actual value of the real estate, commercial and manufacturing interests of the Great Middle West.

There does not seem to be any valid reason why a government as rich and resourceful as our own, should not expend the required amount for the benefit of the people and the internal commerce of this section of the country. It would give the Middle West an eastern waterway open

for two months longer each year and remove a restriction upon it for that period during which the straits of Mackinaw are ice bound and be of advantage to both East and West.

#### The Promise of the Future.

The routes of all modern waterways are defined by the configuration of the earth's surface, the courses of its rivers and the location of its large bodies of water and lakes. The development of vast continental energies depends upon two essentials—the elimination of distance and the conveyance at low cost of raw materials, which are basic in all human progress; in other words, that food, fuel, ores, building materials, elements that render manufacturing possible, shall not be heavily taxed by transportation charges in going from the place where they originate to the locality where they are to be transformed into commodities demanded by the people for existence, comfort and happiness. The waterway alone answers all these conditions.

## General Coal and Coke Notes.

### New Enterprises.

The Smith Coal Co. has been incorporated at Hazelton, Pa., with a capital stock of five thousand dollars.

The North Fork Cannel Coal Co. has been incorporated at Parkersburg, W. V., with a capital stock of \$300,000.

Samuel Winters and associates of Bartonville, Ill., have incorporated the Winters Coal Co. at that town with \$8,000 capital stock.

The Blackstone Fuel Co. has been incorporated with \$15,000 capital stock at Blackstone, Va., by S. L. Barrow, H. B. Jones and J. L. Jones.

The John D. Jones Coal Co. of Hamiltown, Summit county, Ohio, has been incorporated by John D. Jones and others of that town, with a capital stock of \$12,000.

The Ohio Iron & Coal Co., with a capital stock of ten thousand dollars, has been incorporated at Jersey City, N. J., by H. O. Coughlan, B. B. Stafford and J. R. Turner.

The Brush Creek Coal Co. of Knox county, Tennessee, has been incorporated by William M. Jones and Kittie Jones of Barbourville. The capital stock of the company is \$20,000.

The Gilbert & Cole Co. has been incorporated at Marblehead, Mass., with thirty thousand dollars capital stock. John L. Gilbert, Richard D. Cole and Sarah Cole are the incorporators.

Articles of incorporation, showing \$50,000 capital stock, have been filed by the Crolus Coal Co., Denver, Colo. The incorporators are P. J. Delaney, William C. Crolus and M. J. Whalen.

The Produce Coal Co. of Bluefield, W. Va., has been incorporated with \$25,000 capital stock to act as agents for producers of coal and coke. Five hundred dollars of the capital stock has been subscribed.

The Superior Connellsville Coke Co. has been organized at Uniontown, Pa., for the purpose of coking coal on a forty acre tract of land near that city. Work has been commenced on the construction of forty ovens.

Articles of incorporation have been filed by the Power Coal Co., Lebanon, Ky., showing a capital stock of \$15,000. The incorporators are Philip Francis, D. P. Keener, S. B. Bottoms, B. T. Conway and R. N. Wathan.

The Licking Coal & Iron Co. has been incorporated with \$250,000 capital stock to take over the business of the Licking Rolling Mill Co., J. Droege Sons Foundry Co. and the William Clark Furnace Co., all of Cincinnati.

The Terry Lumber & Coal Co. has been organized to run for a period of ten years at Miles City, Mont., with a capital stock of \$10,000. The incorporators and directors of the company are J. W. Stith, O. A. Hewitt and E. B. Clarke.

The Phoenix Coal Co. has been incorporated at Chattanooga, Tenn., with ten thousand dollars capital stock to mine coal in that state. The incorporators of the company are F. O. Rettig, F. L. Riggs, J. A. Lawing and W. A. Hunt.

The Fern Lake Mining Co. has been incorporated at Middlesboro, Ky., with \$25,000 capital stock. The incorporators are A. D. Campbell, W. G. Williams and B. B. Campbell, and the company will have a daily output of one hundred tons.

The Elmira Coal Co. has been incorporated at Elmira, N. Y., with \$15,000 capital stock to deal in coal, wood, hay, grain, etc., at wholesale and retail. The incorporators of the company are F. H. Farr, L. V. Shepard and J. J. Hassett, all of Elmira.

The J. R. Barnes Coal Co. has been incorporated to operate coal mines, etc., in Hamilton county, Tennessee, with a capital stock of fifty thousand dollars. The incorporators are J. R. Barnes, H. B. Bonner, H. D. Huffaker, G. T. White and G. M. Price.

The Winona Coal & Coke Co. has been incorporated at Grafton, W. Va., to acquire coal and mineral lands, mine and ship coal, etc., with the chief works of the company in Taylor county. The incorporators are C. B. Sperry, F. B. Haymaker, D. D. Britt and S. C. Denham, and the capital stock is \$50,000.

Within the last two weeks coal freights to New England ports have advanced fifty per cent, owing to the large number of sailing vessels wrecked since September first.

George A. Crocker, director of the Virginia Iron, Coal & Coke Co., died recently at his home, 5 West Forty-ninth street, New York. He was seventy-five years of age and is survived by his wife and three children.

The Lehigh Coal & Navigation Co. has secured a permit and will immediately start work on the erection of one of the largest coal pockets in Philadelphia. The structure will cost \$50,000 and will be of reinforced concrete.

A cave-in over the workings of the Delaware & Hudson Co., at Miners Mills, Pa., is causing great anxiety among the residents of that town. The area affected is about twenty-five feet in diameter and over thirty feet deep in some places.

Jacob Stambaugh, Youngstown, Pa., has taken options on three hundred acres of coal land in Pulaski and Mahoning townships. If suitable transportation arrangements can be made with the railroads it is likely that development will be started at once.

The Coronet Coal Co., Berlin, Pa., is planning immense improvements at its Raineytown operations, the first of which is to be the installing

of an electric plant for light and haulage. The shaft is also to be lowered for the working of coal in lower veins.

Nearly all the large coal companies in the Wyoming mining region of Pennsylvania have issued orders that hereafter all collieries are to be operated six days a week. It is thought that this will insure steady work for the miners until the latter part of March.

At the Otto colliery of the Reading Coal & Iron Co., located at Branchdale, Pa., a five-compartment shaft 1,400 feet deep is to be sunk at once. The company has also just completed two new 1,300 foot shafts at the John Weith operation in the Heckshersville Valley.

H. K. Myers of Lancaster and J. O. Reed of Phillipsburg have been appointed receivers of the Langdon Cambria Coal Mining Co., Philadelphia, Pa. The receivers have been empowered to carry on the business for three months if they found it advantageous to do so.

Owing to the lack of interest displayed by members of the United Mine Workers of America a determined effort is to be made within the next three months by the officers of the union to increase the membership. Rallies are to be held in all of the mining towns from now until the last of February.

The Keystone Colliery at Wilkesbarre, Pa., owned and operated by the Traders' Coal Co., has not been operated for the past few days, owing to the recent trouble between a mob of Italians and mine officials, which resulted in the stabbing of mine foreman Duffy. The Italians who figured in the attack have not reported for duty.

The Indian Creek Valley Coal & Coke Co. is said to be accepting options as rapidly as possible on 10,000 acres of coal land in Springfield and Saltlick townships, near Connellsville, Pa., and before long it is believed operations will be commenced. The vein of coal underlying this land is not very thick, but it is said to contain excellent coking qualities.

Baltimoreans are deeply interested in the deal reported from Chicago, by which the holdings of the Northern Coal & Coke Co., of Eastern Kentucky, pass to the control of a Mr. A. B. Chisholm of Duluth, Minn. The deal is reported to involve about 355,000 acres at two million dollars. Baltimoreans have considerable capital invested in adjoining properties, and are also heavily interested in the Seaboard Air Line, which management is developing the section in question.

The Sterling Coal & Coke Co. has completed the foundation for the stable at its plant near Masontown, Iowa. It will be capable of stabling twenty-five head of stock and will be modernly equipped with harness rooms, box stalls, feed bins and feed chutes. The structure will be of red brick and it is expected will be ready for use in about a month. The engine foundation is also nearly completed and a 24x36-inch Vulcan engine is to be installed in the near future.



## Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
NEW YORK, Dec. 6, 1906.

The cold wave which prevailed since the first of the week, sending the temperature down to zero in most of the eastern localities, has given the anthracite coal trade an impetus that is being felt by all interests. The producing companies, who have been unable to catch up on the business received during the past two months are feeling the current heavy demand quite keenly. The continued short supply of cars is not helping the situation any, and it is difficult for the transportation companies, in all cases of apparent need, to fill the requirements. A large proportion of the business sent in will necessarily be held over for such periods of time as occasion may permit of freer delivery. The demand from the trade located on the contributing lines is of such a volume that it absorbs most of the coal coming forward from the mines, leaving but a small quantity to go into foreign territory. All consuming centers seem to reflect the greater activity about alike, and it is very apparent in the retail departments of the business, showing a large distribution now going into consumption.

### Western Shipments Large.

Shipment to the upper lake points are comparatively heavy, considering that cars are not more plentiful, but it is being pushed forward as rapidly as possible to fill the requirements before ice makes. While stocks at the lake loading ports are short, it is now believed that the lake season will remain open for shipment another two weeks, which is likely to fill up those storage places. The demand for all rail coal to go west in box cars is in excess of what can be shipped to it at the present time. Cars of this class are not in good supply, with extra labor needed at the mines for loading them is also short, though this is likely to be relieved when navigation closes, as cars are released from that trade. The tendency of railroads which had allowed their ears to go west on other traffic than coal, is to make every effort to secure their return for use on the individual systems. The demand from this trade is very large and shippers look forward to a protracted period of heavy shipments upon it.

### Line Trade Active.

More orders are being received from this class of trade than can possibly be shipped to it within the limited time specified. Shippers, however, are not accepting anything at present, further than

to enter the wants on their books, and make deliveries upon them to their best ability. Considerable business that had been booked in October remains unfilled, and is of course also true of November with what has since come in. No one is particularly suffering for the want of coal, but the delay in taking on supplies earlier has made the dealers short, though where actual needs are known to occur, shipments are made in preference to give relief. A considerable amount of the accumulated tonnage in shippers' hands will likely be carried over for some time, being later canceled, as the orders are filled from one source, where they had been duplicated in different shippers' hands. The New England trade undoubtedly feels the situation most keenly, owing to the restrictions of transportation to it, making supplies short in many instances.

The coastwise markets maintain a steady activity, and with occasional days of bad weather, it is keeping barges busy through these delays, to furnish all the coal needed. Though the winter is at hand, it is said there is but little if any coal in stock at the companies' storage pockets at the eastern ports. The trade having come with a rush this year, it has been impossible to store the usual supply at them. Business along the sound is quite active, a quantity of it being re-shipped all rail from the discharging ports.

New York harbor is taking considerable coal and schedule figures on all grades are well upheld. The steam sizes are in large demand, with a tendency toward a short supply on No. 2 buckwheat. Prices are very firm, and it is not unlikely that premiums will be paid for it if the shortage increases.

### Bituminous Market Strong.

The Atlantic seaboard soft coal trade is in a strong condition. The demand exceeds the supply at all ports. Car supply continues to be the feature affecting things to the greatest extent. The car supply affected by the territory in question in some localities ranges down to ten per cent of the requirements, and in others it is up above fifty per cent, though no one is getting the full supply they desire. This is causing a condition of not being able to supply sufficient coal to keep contractors going, and the sharp cold spell during the current week has compelled shippers to turn over to the tidewater points all the coal that they have had near at hand for the purposes of getting the last cargoes in before ice makes. In the event of storms or bad weather prevailing, there is going to be some distress for the want of coal in many quarters. We hear from several

sources of people postponing until the last moment getting in winter supplies, and the car supply has prevented that being done to any great extent in the last month. The car supply is having a material effect upon the labor market, which is short of men, and where it does not get steady work, which is almost impossible by reason of this shortage, the labor moves along to the next mine, which makes it difficult for the operators to keep a sufficient force on hand. This, of course, brings about an unreliable condition that is an undesirable feature at any time, and especially at this time.

Export trade is a little excited and willing to pay high prices to procure bottoms to take in a quantity of coal at this time. We hear of advances up to fifty cents a ton for vessels over the rates of a month ago.

Trade in the far east is active, and many orders are in the hands of shippers from that territory. The short coal supply at the loading ports is preventing heavy shipments to that territory, though the vessels available seem to be sufficient for the demands, and is only limited on account of car supply.

Trade along the sound is calling for a fair amount of coal, indeed more than can be supplied it, and the sound barges are so scarce that it prevents large supplies getting to this territory.

New York harbor trade is taking all the coal arriving at the shipping ports, and there is considerable shortage of it for this market, this applying more particularly to the better grades, though the cheaper coals of West Virginia are not shipped to tide water so freely due to the demand for them in the west. Prices current are firm and range from \$2.60@2.70 f. o. b. New York harbor shipping ports for the lower grades of coal, with the better grades selling for \$2.75 up to \$3 and over.

All rail trade is quite active, and prices are quoted at about \$1.50 f. o. b. mines, with more orders obtained than can be shipped. Car supply is variable as to quantity, ranging from ten per cent to some parties and fifty per cent to others.

In the coastwise vessel market vessels seem to be in fair supply.

We quote current freight rates from Philadelphia, Newport News, Norfolk and Baltimore to Boston, Salem and Portland, \$1 and discharge, with loading and discharging clause; to the sound, eighty-five cents. The delay in water transportation has not been so serious during the week as was the case previously, though it is not yet entirely regular. The cold snap is likely to close the Maine ice ports, and this will tie up the smaller craft for the winter.

## Market News from Buffalo and Great Lakes.

BUFFALO, N. Y., December 4.—(Special Correspondence.)—Bituminous coal conditions are no better than last reported. The mining situation along the Allegheny Valley during the past week has been a little worse than at any time since the strike. The car supply has been worse if anything and on account of Thanksgiving day and most of the mines paying off on Saturday, it has affected the output of these mines to a greater extent than at any time during the past summer.

The embargo placed by the Pennsylvania railroad on cars for delivery to points on the New York Central and in the east, caused considerable alarm among shippers to those points. At present the Allegheny Valley is shipping large quantities to the eastern market, and the fact that the Pennsylvania railroad would not allow their ears to go to New York Central points,

caused the shippers considerable anxiety. However, the embargo was raised yesterday and cars allowed to go forward. The situation has improved to a considerable degree.

The situation in reference to New England orders is very much improved. There is hardly a mine shipping coal to New England points but what have shipping contracts through the winter months, and if the embargo order posted by the Pennsylvania railroad should remain in force, serious complications would arise between shipper and consumer.

There is still a most unprecedented demand for slack coal, and from every indication there will be a serious shortage in this particular grade during the winter months. There is no trouble at present in getting from \$1@1.10 per ton for Pittsburg slack and from \$0.90@1 for Allegheny River slack on a mine run basis, and some of

the larger shippers have found it necessary to screen coal simply to get a small grade with which to supply the demand. One large shipper reports that he has found it profitable to run one of his mines entirely on lump and nut in order to get the slack, and while he makes no distinction between mine run-lump and nut, it enables him to sell his so-called mine-run at the topmost price of the market. There should be no difference in the price of mine-run and slack coal, and if the demand for smaller grades keeps up there is every reason to believe the various companies will make no distinction in grades in their quotations, as many of the Clearfield mines are now doing, and which is being more or less established in the West Virginia mining district.

The large number of patent stokers being installed in various large plants all call for slack



coal, and if the demand for this grade continues, some of the mines will find it necessary to crush the coal in order to supply the demand.

Another feature of the situation is the unprecedented demand for coke, which has absorbed a very large amount of slack coal at mines which formerly shipped large tonnages of this grade, which tends to make a great scarcity of the smaller size, which under normal conditions would enter the market.

A tremendous movement effort is being made to rush coal forward for lake shipment before the close of navigation to the northwest, and in several instances the railroads, it is said, have been short and resorted to confiscation of coal en route to supply their own requirements.

Cries and demands for anthracite are becoming louder and more voluminous each day. Agents in the local offices are bombarded in every conceivable manner with please-hurry-my-coal requests. If the dealers generally would regularly take a good coal trade paper and keep in touch with the situation they would readily understand why it is so difficult to fill orders at the present time. If cars could be procured every dealer would be fully supplied in short order. It is wholly a question of equipment and not coal shortage, as some dealers are inclined to believe.

Railroad officials say they are doing all in their power to remedy the situation and renewed efforts are being made by traffic and operating officials to induce consignors to and consignees of cars to load and unload cars more promptly. In order to relieve the situation the Erie and the Lackawanna railroads, both of which have thousands of tons of anthracite on hand at this point, are now making shipments to the west in open cars.

Local agents report that frequently offers are made to pay a bonus for chestnut, but none of the standard companies will accept any such proposition.

The car shortage situation has become an alarming problem, but it is hoped that dealers will learn the lesson of increased storage capacity and take in coal during the summer months when cars are more plentiful.

Announcement was made yesterday by several of the big coal shippers that they intend to continue offering cargoes to the various vessel interests until the expiration of the hull insurance on December twelfth. There is no appreciable increase in the lake shipments, but a good deal of it is going forward, nevertheless. During the past seven days 93,450 tons were shipped to various ports as follows:

Destination.	Tons.	Destination.	Tons.
Chicago .....	52,700	Sault Ste. Marie...	1,000
Milwaukee .....	18,000	Ludington .....	600
Fort William.....	9,100	Port Huron.....	550
Sheboygan .....	9,000		
Racine .....	2,500	Total .....	93,450

It is possible that the tonnage of this season will equal that of last season. Up to date 2,581,828 tons have been shipped from here this season, but these figures are 203,534 tons short of the amount shipped in 1905.

Some of the vessel owners are in hopes of getting seventy-five cents on coal to the head of the lakes before the hull insurance expires, and it would not be out of the question to expect that some charters for late loading would be at a rate as high as one dollar a ton.

Frank A. Love, of the Bessemer Coal & Coke Co., of Johnstown, Pa., was a visitor in Buffalo this week.

Robert H. Williams, of the firm of Frank Williams & Co., of this city, has been stricken with appendicitis. A successful operation was performed last night and reports from the bedside state that Mr. Williams is improving as well as can be expected.

W. A. Luce, of Pittsburg, general manager of the Pittsburg & Erie Gas Coal Co., was in the city this week in the interest of the new Cappell Fan Co., of which he has accepted the presidency.

The Plumer Coke Co. will add ten new ovens to its plant of sixty ovens located at Leckrone, Pa. The company is composed of A. P. Austin, R. W. Austin, T. Bliss and John Gilmore.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., Dec. 6.—(*Special Correspondence*).—The anthracite coal trade shows the increased activity of the several weeks past and becomes firmer as winter approaches. There is a constant supply of orders being sent in with an accumulation of business in most shippers' hands beyond their present capacity to ship. The fact that the coal has not been moving forward in the quantity desired is probably responsible for much of the anxiety to obtain prompt shipment, rather than an actual shortage of coal existing at this time. The car shortage continues to be the feature that controls the situation. While there seems to be enough equipment to supply the trade on the producing lines there is little going to points on other roads. Delays in instances are also caused by coal not reaching destination promptly because of the shortage in supply of certain sizes and grades of coal. The upper Lehigh coal and the special red ash products are not produced in sufficient quantity when the demand is large to supply this class of trade. Consequently orders including any of these varieties are detained according to the shippers' ability to furnish same, though in cases partial shipments are made and balances follow. Chestnut coal seems to be the size in greatest demand, and more orders are being received for it than can be filled.

### Shipments East Improved.

The coastwise shipment to points beyond the capes of the Delaware show an improvement over the several weeks past and deliveries to that territory are again being made with greater regularity. The demand from the far east is large and many orders of last month that were retarded by interrupted transportation remain unfilled.

With good weather, however, this should be cleared up in a short time and avoid any crowding on deliveries. The cold spell a few days ago has closed up the ice ports and river points and it is doubtful if they will again open this season. Some of this trade did not receive its full requirement owing to the coast storms preventing its going forward earlier.

The retail trade is very active and some dealers claim they are not getting enough coal to meet requirements. Prices remain firm at \$6.75 and \$4.75 for p.c.

### Bituminous Market Strong.

The soft coal trade continues to develop a larger amount of business than can be taken care of through a lack of cars. This seriously affects operators in their production at the mines, causing reduction in the output of fifty per cent and under because of no cars. Much of the difficulty in regard to the stringency is said to be in the matter of car distribution. In times like this when the railroad's car supply is reduced from fifty to seventy-five per cent of what it should be they can furnish only this proportion to the trade. But the complaints of the operators, who own no individual cars, is that they are at a disadvantage to those owning them and insist the roads should give equal service. The number of individual cars have in some regions recently exceeded in its supply over fifty per cent of what was furnished by railroad.

Slightly more coal is being shipped to tidewater and is freely absorbed with stocks at them reduced, though the all-rail business is strong and calling for more coal than can be given it. Prices for the better grades range from \$1.50 and upwards f. o. b. the cars at the mines.

## The New England Trade.

BOSTON, MASS., Dec. 6.—(*Special Correspondence*).—The hard coal market in this locality is still active and for stove and chestnut the demand exceeds the supply. If the cold weather that has so far prevailed during the current week continues there is likely to be a further rush of orders that may delay shipments upon them for a longer period. The movement of coal by water has shown more regular arrivals at the discharging ports, though a considerable proportion of this tonnage is upon unfinished business and not relieving the situation at the moment. For egg and furnace coal the demand is strong, but is not so urgently pressed as the two smaller sizes. Shipments to the shoalwater ports have practically ceased owing to their being closed up by ice. Any cargoes on the way would have to be reconsigned to an open port, but boat captains are not inclined to accept any more charters even to nearer by light draught ports.

### Line Trade Active.

With the thermometer down to zero in Connecticut, Massachusetts and surrounding territory the first of the week caused a flurry in the trade which accentuated the conditions materially. None of the selling agents can accept all the business that is being offered and where urged may enter orders for later delivery. That a large percentage of this tonnage now being called for will remain unshipped for some time until better facilities are available to handle it, seems to be the general conclusion. This indicates that shipment upon it will extend well into the winter months, as it is hardly likely that the sources of supply can distribute the amount before then. Prices on all sales are very firm, showing no deviation from circular figures.

The steam grades for use in the larger cities are showing an increased demand, which is difficult to supply. Notwithstanding that heavy shipments have been made to it, both by water and all-rail since early in the fall the requirements are not diminished. This augurs for a good winter mar-

ket, which is also true of the domestic trade, as stocks in all lines are generally considered to be in less supply than has occurred in several years.

### The Soft Coal Market Strong.

The bituminous coal market in this locality is very firm and the question uppermost in the minds of consumers seems to be to get more coal. Indeed where spot cargoes can be had or even for prompt loading, premiums over the contract prices are being paid in obtaining the standard grades. An instance of this occurred but a few days ago when a sale was made of a cargo of Georges Creek coal f. o. b. Mystic wharf at \$4.35 while contract figures are only \$2.85 f. o. b. Philadelphia. Although this grade is very short and after supplying its obligations has, as a rule, very little to spare, yet those in need are glad to get it at the higher price.

The tonnage arriving at the Virginia ports has not improved and is short of what is needed for loading vessels waiting there. Short car supply and a dearth of labor reducing the output at the mines is attributed as being the cause. Prices on all the standard grades rule firm at quotation and ten and fifteen cents over. All-rail coal is from \$1.25@1.50 at the mines. Vessels are in fair supply and rates are about \$1.00 to Boston from all lower ports.

## Huntingdon Coal Tonnage.

The Huntingdon & Broad Top Mountain Railroad & Coal Co. make the following statement for the week ending December 1st, 1906, and previously during the year:

	Broad Top.	Cumberland.	Total.
Week ending Dec. 1, 1906..	19,776	17,452	37,229
Corresponding week, 1905...	19,678	20,555	40,233
Total for 1906 .....	744,075	1,014,845	1,758,920
Corresponding period, 1905..	676,190	929,646	1,605,836
Total for week .....			37,229
Decrease for week .....			3,004
Total amount shipped to date .....			1,758,920
Increase to date .....			153,083



# Eastern General and Personal Notes.

The Berwind-White Coal Mining Co. is opening a new mine at Windber, Somerset county, Pennsylvania, where many of its producing collieries are located. The new operation will be developed on a large scale.

The Baltimore & Ohio railroad's coal shipments for the nine months ending September thirtieth, were, in net tons, 23,546,256 tons, a total increase of 2,947,512 tons. This tonnage includes 646,482 tons of anthracite, and 4,305,420 tons of coke.

The four hundred miners employed by the Beaver Brook colliery of C. M. Dedson & Co., near Hazelton, Pa., went on a strike last Friday because the management declined to pay them on that day. The company states that Saturday is the regular pay day at the colliery while the miners contend it is Friday.

The National breaker of the Delaware, Lackawanna & Western railroad in Scranton, resumed operations a week ago, following an idleness of about six months. During this time the breaker was re-equipped with new machinery, which has more than doubled its former capacity. Employment is given to six hundred men and boys.

Henry B. Clifford & Co. of New York, N. Y., have acquired the group of mines, mills and equipment at Como, Nev., commonly known as the South Comstocks and owned by Guffey, Gayley & Queen, oil operators of Pittsburg. The purchase price has not been made public, but the fact that the former owners have spent over \$500,000 in development work makes it certain that the figure is high.

The Smith Coal Co., of Hazleton, Pa., was incorporated last week under the laws of Pennsylvania, with the right to mine, prepare and sell coal for one hundred years. The company has a capital stock of five thousand dollars consisting of fifty shares at one hundred dollars each. The directors and stockholders are E. M. Smith of Wilkesbarre, W. E. Smith of Scranton and J. Q. Creveling of Plymouth.

George F. Baer, president of the Reading railway, in an address at Reading, Pa., on Thanksgiving day, stated: "In our day, we need to heed the injunction to beware of false prophets—the present tendency to lend itching ears to strange doctrines. The general education of all the people, which must necessarily be limited, creates rash and superficial thinking and unrest. It is true at times that a little learning is a dangerous thing."

S. B. Elkins Jr., general manager of sales of the Elkins Coal & Coke Co., returned to New York on Monday, after a week's visit at the company's mines at Morgantown, W. Va. Mr. Elkins reports the coke trade, of which the company makes a specialty, as being very active, and are sold upon all the coke that can be produced for some time ahead. Shipments upon the business is good, not feeling the general delay by the shortage of cars, through having its own equipment.

The coal and coke traffic of the Chesapeake & Ohio railway for the three months of its fiscal year, ending September thirtieth, amounted to 2,398,293 short tons, which included 82,559 tons of coke. The New River production, 1,214,703 tons; Kanawha field, 854,486 tons; Kentucky, 31,794 tons, and connecting lines, 114,751 tons. The total increase for the three months over the same period in 1905 was 247,840 tons. Shipments to tidewater on coal were 763,589 tons; to points west of mines 1,088,643 tons coal.

James Kerr, president of the Pennsylvania, Beech Creek & Eastern Coal Co., New York, is making an inspection tour of its mines in the central Pennsylvania field this week. Mr. Kerr intends to give this department of the business a considerable amount of attention, with the view of making such changes as may be necessary in obtaining greater economy in the mining or handling of the product. The development work going on at the new mines to increase the output is progressing favorably, and is being established along lines that will permit of probable lower costs in their operation.

The efforts made to have the seven-masted schooner, Thomas W. Lawson, recently arrived at Philadelphia, rated as a barge, because the vessel came to port in tow from Port Arthur, were unsuccessful. The custom officials decreed that the Lawson must be classed as a schooner under the navigation laws of the United States. The fact that the Lawson has been converted into an oil carrier, and like a barge, and is towed from Texas to Marcus Hook, led her agents to believe that the vessel should be classed as a barge.

Prices at retail in New York city for anthracite coal were placed on the winter schedule, effective from December first. The quotations are to the family trade: Broken, egg, stove and chestnut, \$6.50; pea, \$4.75; red ash in corresponding sizes, 50 cents per ton more. For the steam trade, prices are: Broken, \$6; egg, \$6.25; stove, \$6.25; chestnut, \$6.25; pea coal full burning, \$3.85; Lehigh pea, \$3.60; No. 1 buckwheat, \$3.35 for free burning, and \$3.10 for Lehigh; No. 2 buckwheat, \$2.85; yard prices, peddlers and similar trade, \$5.75.

Col. Charles P. Horton, senior member of the firm of Bangs & Horton, Boston, died on December second, 1906, at his residence in that city. He was seventy years old, a graduate of Harvard college, fought at Antietam, Gettysburg and the Wilderness. Was a member of Somerset club of Boston and founder of the Lustigonche club of Maine. The firm of Bangs & Horton have been eastern agents of the Lehigh & Wilkesbarre Coal Co., and of the Maryland Coal Co., and handled the entire large tonnage, going over Mystic wharf, Boston, for years. The funeral was held on December fourth, 1906, at Emanuel church, Boston, and military honors were paid to the remains.

The Lehigh Valley Railroad Company reported for October a gain of \$145,000 in gross earnings, but a decrease of fifteen thousand dollars in net. This was more than offset by the gain in other income, so that the total income for the month shows a gain of thirty-nine thousand dollars, or about three per cent. October is the first month of the present fiscal year for which the Lehigh Valley has reported decreased net earnings. Taking the four months to October thirty-first, as a whole, the road has made relatively greater gains in net than in gross, the operating ratio having been 56.5 per cent of gross as against 57.9 per cent in the same period of 1905.

At the meeting of the Anthracite Board of Conciliation held at Wilkesbarre last week, it was found there were no cases ready to come before the board, as the matter conferred upon at the last meeting was asked held over. President Dettrey of the Seventh district was asked as to his resignation from office of the Seventh district, that it was heard he would not be a candidate for election. Mr. Dettrey said that this was true, and though assured by the board that he had been eminently satisfactory as a conciliator and had won most of the cases from his district, he replied that this fact was not appreciated in his own district. The convention of the Seventh district at Lansford in January will elect Mr. McElheney, president of sub-district one of the Seventh district, as Mr. Dettrey's successor. It is then likely that he will be made the representative of his district on the board of conciliation.

Consul Walter C. Hamm writes from Hull that the abolition of the tax of twenty-four cents per ton on coal exported from Great Britain, from November first, causes varying opinions as to its trade effect. During the operation of this tax the exports of coal from England, and from Hull especially, have largely increased; but this has been due, probably, to exceptional circumstances. Chief among these were the great anthracite strike in America in 1902, the recent coal strikes in Germany and France, and the Russo-Japanese war. Each of these causes created an unusual demand for English coal. Most of these causes have now ceased to exist, but nevertheless the export of coal has continued to increase. The quantity exported from Hull in

1906 will probably be the largest of any year on record. One result of the tax was that colliery owners sent to market a large quantity of "smudge," or refuse coal, which formerly went to waste. As this coal sold for only sixty-five or seventy-five cents per ton it escaped the tax, and so could be exported and sold at a very low rate. This fact has taught the operators a lesson, and this kind of coal will doubtless continue to be used where formerly most of it went to waste.

It is reported from Philadelphia that the soft coal operators are considering the question of an advance in the price of bituminous product, to meet the current prevailing conditions. The *Public Ledger* of that city, in an interview with Frank H. Wigton, president of the Morrisdale Coal Co., relating to the mining situation, is quoted as saying: "That it had become impossible to mine coal at any profit under the present scale of prices," and that other operators voiced the sentiments of Mr. Wigton. Mr. Wigton said: "It costs fifteen per cent more to mine coal than formerly. This increase is due to the irregular car supply and the scarcity of labor. Miners will not work in a field where the production is as much restricted as in the central Pennsylvania bituminous region. The car supply has never been worse than during the last few days. More than that, the Pennsylvania railroad is absolutely unfair in its distribution of cars. It does not distribute them in proportion to the production of each mine. I say this advisedly. During the last month, out of sixty-six per cent distribution of cars sent into the central Pennsylvania region, forty-five per cent was composed of individual cars, while the railroad company only supplied twenty-one per cent. The reason for this is evident. The company is sending its coal cars into the cement and iron districts. The operators in central Pennsylvania were never worse off than this year. We have had no cars to speak of since business began in October last. The demand is unusual at this time, and prices have stiffened almost daily. For these reasons the operators are justified in raising their prices to the dealers and consumers."

The rate of wharfage on coal boats in New York harbor, which were advanced on October first over one hundred per cent, caused considerable comment at the increased cost that would be incurred to owners thereby. The announcement by Commissioner J. A. Bense, of the Department of Docks and Ferries of the city, issued on November first, a new rate that seems entirely satisfactory to this trade. "The rate of wharfage on coal boats engaged in transporting coal in the harbor shall be fixed at fifty cents for boats 110 feet and under in length, and all boats over 110 feet in length the rate shall be one cent per running foot; said rates to apply to all coal boats whether light or loaded. This change to take effect December first, 1906." The old rate in effect for some years was fifty cents for all coal boats loaded and thirty cents light, with no distinction as to size, this prior to October first. Upon this date a rate was fixed at one cent per running foot for coal boats per day. This increased the cost to slightly over one dollar, as the average length of these boats run about one hundred feet. Meetings were held by the large transportation owners to protest at this advance, and John Tracy, of M. & J. Tracy, was appointed a committee of one to interview the commissioner in behalf of the trade, to see what could be accomplished as to getting the rate reduced. After several interviews and correspondence in the matter, the new rate was agreed upon, and being considered a victory for the trade, much credit is due Mr. Tracy for the able manner in which he handled the negotiations. The railroad interests, controlling the lighterage business in the harbor, also had a grievance, as they were advanced in October to one dollar a day for wharfage, but obtained a reduction on a per foot rate of the lighter's length at one cent a running foot on November first. As lighters average eighty-nine feet in length, the cost of eighty-nine cents is not as much a reduction as the boat owners received.



# WIDE AWAKE RETAILING

In this department last week we advised dealers to invest a little money in signs, as this was one of the cheapest and best means of advertising for retail coal dealers.

One of the best examples of good sign advertising that has come to my notice in a long time decorates the yard of W. G. Haskell, of Cedar Rapids, Iowa. The picture accompanying this article will give a good idea of what can be done in the way of signs. This, by the way, is one of the best arranged yards in the state of Iowa. This plant was completed a short time ago and can be considered a model in every respect. This new yard is 60x140 feet, has switch track facilities the entire length of the coal storage bins and is equipped with every device for the rapid and economical handling of all kinds of coal. At the front on the corner has been built a suite of office rooms, comprising Mr. Haskell's private office, an office for the wholesale department, an office for the retail department and a lobby for customers. The private office of Mr. Haskell is a cheerful, well-lighted room, with grate and tasty brick mantel. The driveway through the center of the building is wide enough for the passage of two teams abreast, and here Mr. Haskell will be able to house all the teams in his employ. The building is lighted throughout by electricity, and in its equipment Mr. Haskell has spared no expense in securing the best. The bins are all heavily floored with concrete, the scales are of the best ball-bearing pattern and are set in a bed of everlasting concrete. The offices are supplied with toilet rooms for both office force and yard men, and in the basement of the office building Mr. Haskell has fitted a warm and cozy room for the use of the drivers and yard employees. Here, by the aid of the furnace which supplies heat to the office rooms, they may keep their dinners warm, dry their clothes in stormy weather and loaf between times. Mr. Haskell has acquired the property extending through to Sixth avenue, and on the rear of this property he has placed the large shed in which his stock of wood, ratlings, etc., is kept. Thus his entire business and stock is under cover, and every bit of fuel delivered by him is sent out in the best of condition. In addition to the fuel business Mr. Haskell will also deal in cement and certain building materials. To this end a portion of the new building has been arranged with this special purpose in view. Also in the immediate future the old coal sheds which line the tracks on Fourth street will be replaced by new sheds of modern construction and the entire plant will be enclosed by a high fence with gates at convenient points.

Mr. Haskell's large and profitable business has been built up by advertising and wideawake business methods, and I don't believe there is a better known coal man in the West than "Billy" Haskell, as he is known to his friends.

## Newspaper Advertising.

There are quite a number of coal dealers who wish to use good cuts and attractive advertisements in their newspaper advertising, but they lack the time or knowledge of advertising to get up "copy" of this kind. For the benefit of these dealers we will print "ready-made" advertisements in this department that can be easily used with perhaps a little altering to suit local conditions. Dealers are beginning to recognize the value of publicity, and those who do not believe in advertising are being slowly but surely pushed to a back seat to make room for their more progressive competitors. A coal dealer wants business, and all he can get of it on a profitable basis. If he handles good coal and conducts his business properly he will get a share of the coal orders of his community, but he will never be at the head of a big business unless he tells the

public by advertising the advantages of buying coal from his yard. The dealer who keeps his business before the people and asks persistently for their trade is the one who has to figure on enlarging the capacity of his yard from year to year. The dealer who is energetic but does not advertise will get the business that is left, and the dealer who stands around with his hands in his pockets waiting for the orders to roll in will be forced to change his mind.

## Give Your Coal a Name.

It is a good idea to have a trade name for a coal, as in this way the coal and the dealer are given an individuality that they can not get any other way. Buy the coal that you are going to give a "trade" name from an operator, and if you can find a mine owner who only has one mine, so much the better,

your locality and you will be surprised at the results.

## A Suggestion.

Speaking of wideawake methods calls to my mind an idea that can be used to good advantage by any coal dealer. This scheme was worked to good advantage by a firm of Massachusetts dealers who secured at comparatively small cost a large amount of valuable publicity. This concern had prepared a number of blank books, which were issued to the school children on application, with the understanding that to the child who had written in his or her individual book the greatest number of names of householders in the city would be given a prize. The names were to be written by the people themselves, and when the child thought he or she had gotten as many as possible the book was handed in to the dealer. The result of such an operation was



Coal Yard of W. G. Haskell, Cedar Rapids, Iowa.

as then your coal will always be uniform. Uniformity is an absolute necessity if you wish to have any great amount of success with this idea. Nothing will destroy the popularity of your coal more than to have a bad car arrive, and while your customers may never say a word about your good coal, you may rest assured they will not treat your poor coal with the same indifference. Bad news travels fast, and in this case it is speeded on its way by the helpful pushes of a competing dealer and you can rest assured your competitors will always be aware of your misfortunes.

When selecting a name for your coal try to get one that is not hard to pronounce and easy to remember; one that can be recalled to mind easily. It should not contain more than two syllables. "Acorn" would not be a bad name for a coal, "Try a ton of my celebrated 'Acorn' coal." That sounds fairly well and there are hundreds of names just as suitable. After you have decided on a name for your coal boost that special coal at every opportunity. If I was pushing "Acorn" coal I would get an electrotype of an acorn for my letterheads and envelopes. Another good scheme would be to have your boys or your neighbor's boys go out in the woods and gather up a bushel of acorns for you. Then go to your printer or stationer and get a thousand common shipping tags. On the tags print the following: Shipped fresh from the Mine; another one of my famous Acorn coal. Quality the highest, preparation the best. Once tried always used." After the printer has completed his work get a roll of fine wire and then put the boys to work attaching one acorn to each shipping tag. Then put your tags in all the mail boxes or on the doorknobs in

this: Not only did the firm have a large number of missionaries among the public advertising the firm and its coal, but they also obtained a large number of names of people who composed a valuable field for possible future business. Over a hundred young people went around with the blank books with the firm's name on it, the firm had that many missionaries scouring the whole city and impressing the name of the firm and the fact that they sold coal at a reasonable price. It is reasonable to suppose that every person who signed their name in the books had a remembrance of the fact, and the name of the firm became imbedded more or less in their memory. With fifty names to each book this would give a dealer a list of five thousand householders to work on. If he secured a fair percentage of the coal orders of these five thousand coal users he would have a very profitable business.

THE BUSINESS BUILDER.

It is believed that a convention of the retail coal dealers of southwestern Idaho will be held in the near future for the purpose of discussing the menacing conditions which at present envelop the business in that state, and to endeavor to find ways and means of improving the fuel situation. The convention will probably be held at Boise.

A petition has been filed with Attorney General Mayer by attorneys for the city of Schenectady, N. Y., praying him to institute an action against the Coal Dealers' association of that city and the Delaware, Lackawanna & Western railroad for entering into an alleged unlawful and illegal combination for the sale of coal, in violation of the anti-trust law.





OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, December 8.

With the advent of old-time winter weather in Pittsburgh the gas shortage bugaboo makes its annual visit. It does appear, however, that this time there is much truth in the news that reaches us regarding the gas supply in the Pittsburgh district. From various sources we learn that the supply is getting weaker and less in quantity, and in some cases it has ceased entirely. Several of the large manufacturing concerns have recently taken out the gas burners under their furnaces and have gone back to the use of coal. This has a direct influence, of course, on the coal and coke industry. It is not anticipated that any shortage of the gas supply will affect the domestic trade, but will apply very forcibly to the many manufacturing concerns in this city and the surrounding territory.

#### Many New Coal and Coke Projects.

The general trade in both coal and coke in the district is good. Everybody interested in the twin industries is busy. In many cases the output of mines and ovens is limited to the number of men that can be obtained. Labor is scarce, and the daily press carry standing advertisements for men; the wages offered are abnormally high, yet they are scarce at any price.

Never in the history of the region has there been so many new enterprises projected, both in new coal mines, and more especially in the coke trade. Old established companies are adding to their present holdings and increasing their output, and many new companies are getting busy with plans for immediate operations. Much speculation is being done in coal lands, and many large deals have been put through during the last few days.

#### Increase in Shipments.

Notwithstanding the fact that labor is scarce, and the car supply totally inadequate to carry forward the weekly product, shipments have increased. The records for the past month, and for the ten months of the year, show a very heavy increase in shipments in both coal and coke. There is no reason to presume that the winter months will be any less prosperous; on the other hand, everything points to not only a continuance of the present demand for both products, but a decided addition to present needs.

#### Independent Operators Organize.

The independent coal operators of the district have finally come together. At a banquet held during the week at the Duquesne club definite action was taken to form a permanent organization. Some months ago the independent operators held several meetings, and much enthusiasm was displayed regarding an organization of their members into an independent body. Nothing definite was done, however, and matters were held in abeyance until the present time. In the meantime it was deemed advisable, in order to have an organization that could be of real benefit, that one of the heaviest independent operators, and also the Pittsburgh Coal Co. and allied interests, should be induced to join hands with them. It is understood that now both of these companies will join hands with the independents and form an organization for mutual benefit. This body can hardly be called an independent operators' organization now, as it is un-

derstood that all operators will be invited to become members.

#### Prices a Shade Lower.

The heavy demand for both coal and coke continues, and the supply is hardly able to keep pace with it. Prices are a little lower on all grades of both coal and coke, except foundry coke, which is about the same as last week. Run-of-mine coal is selling for \$1.50@1.60 per ton f. o. b. the mine; three-quarter-inch is bringing \$1.60@1.70 per ton f. o. b. the mine; lump is listed at \$1.75@1.85 per ton f. o. b. the mine, and slack is quoted at 95c@1.00 per ton f. o. b. the mine.

Although the demand for coke continues strong, and the market is stiff, yet there is a slight reduction in prices from those ruling a week ago. Furnace grade is selling for \$3.00@3.20 per ton f. o. b. the ovens, and we are advised that orders are being booked for next year at \$2.75@2.85. Foundry coke continues strong at \$4.00@4.10 per ton f. o. b. the ovens.

There is nothing to report of importance concerning the retail trade in either coal or coke. It is rumored, however, that if the gas shortage continues and becomes more serious that domestic consumers will be affected and gas rates will go up to such a figure that many people will go back to the use of coal who are now using gas. This will necessarily have an influence on the price of coal and coke for domestic use, and may cause an advance over the present prices.

#### GENERAL AND PERSONAL NOTES.

Reports come to the surface every few days that the gas supply in various sections near the city is becoming scarce. Already a number of concerns here are changing their furnaces and will return to the use of coal.

The H. C. Frick Coke Co. are preparing to erect four coking plants near Uniontown. These will be located at different points in the region. Three of them will be 400 ovens each and the fourth one will have 250 ovens.

The Bessemer Coke Co. are erecting a new block of ovens at Uniontown, near the Greene county line. The plant is in a new territory, and it is said that other interests will develop property owned in the same neighborhood.

At the Griffin plant of the Bessemer Coke Co. the old-style oven fronts are being changed so that the coke may be drawn by machinery. This move is taken by the company on account of the trouble experienced in getting labor.

The Dilworth Coal Co., of Pittsburgh, announce that it will shortly begin the erection at Rice's Landing of 180 coke ovens, which will be the first ovens built in Greene county, and will cost about \$200,000. Over 100 company houses will be torn down and new ones erected.

The big coking plant of the Connells-ville-Thompson Coal & Coke Co., near Brownsville, will soon be completed, and it is said that it will be the best equipped plant in the region. An immense body of fine coking coal surrounds the plant, which will be developed at once.

Articles of incorporation were filed December first at Dover, Delaware, for the Central Coal & Coke Co., of Altoona, Pa. The incorporators are J. C. Hostler and Charles H. Hammond, of

Altoona, Pa., and Frank B. Clarke, of Tyrone, Pa. Capital stock of the company is \$150,000. The company will mine coal and deal in coal and coke.

It is reported that the Laughlin plant of the American Sheet & Tin Plate Co. will change its furnaces and return to the use of coal. Last winter the operation of this plant and a number of others were handicapped for lack of fuel, and they do not propose to run such risks this winter.

The James W. Ellsworth Coal Co., of Cleveland and Pittsburgh, has announced it would in a short time begin the erection of 200 additional coke ovens at Ellsworth. Two hundred ovens are already in operation. To furnish coal for these additional ovens four new coal shafts will be put down at once, and a large water reservoir to supply the plant with water will be constructed. It is the intention of the company to give employment to between 2,000 and 3,000 additional coal and coke workers.

A large concern like the Pittsburgh Coal Co. is necessarily constantly making improvements at some of their plants. The latest new installation is at the Crescent and Vigilant mines, at California, Pa., at which mines a new electric power plant will be installed. The company are also contemplating other and more extensive and more modern improvements in different mines. The Pittsburgh Coal Co. are ever and always ready to put in the most modern machinery at their mines and to construct the latest devices for the mining of coal. The company are also ever on the alert for any improvements or methods that will tend to the comfort or safety of their miners.

Comparisons of the net and the gross earnings of the Pittsburgh Coal Co. and its subsidiary corporations, exclusive of the Monongahela River Consolidated Coal & Coke Co., for October of this year, as against the same month last year, and for the ten months ending October 31, as against the same period in 1905, show a big increase in the volume of business. In October, 1906, the gross earnings were \$502,440.66, as against \$319,602.28 in October, 1905, and the net earnings, \$233,852.06, as against \$43,686.97. For the ten months ending on October 31, the record stands: 1906 gross earnings, \$4,216,853.25; net earnings, \$1,640,459.15; 1905 gross earnings, \$2,650,030.57; net earnings, \$748,984.85.

The estimated production of coke at Connellsville during the first forty-three weeks of the present year aggregated 11,869,915 tons, nearly a million tons in excess of the production in 1905 and almost four millions greater than that of 1904. Cars required to handle the current year's movement numbered 621,641, of which 198,924 were destined to Pittsburgh and the river, 344,098 to points west of Pittsburgh and 78,619 to points east of Connellsville. Similar total shipments were handled in 1905 by 568,204 cars, and in 1904 by 418,209 cars. The difference in cars required from 1904 to 1906 is 203,432 cars. The question is raised, Were there that many cars suitable to haul coke manufactured in the two years?

Alleging that J. W. Friend and F. N. Hoffstott, the largest stockholders of C. Jutte & Co., are trying to wreck the company and dispose of it to other parties. Louis A. Jung, J. I. Gilchrist, H. Gilchrist and M. A. Gilchrist, all stockholders, ask for the appointment of a receiver. Suit was filed in common pleas court, and many irregularities are alleged against the defendants. The plaintiffs own stock in C. Jutte & Co. to the value of \$210,000, but say the defendants own enough to control and dominate the affairs of the concern. The Jutte Co., it is alleged, controls 2,400 acres of undeveloped coal lands and has bonds outstanding to the amount of \$1,600,000. Some of the stock controlled by the defendants, it is alleged, is that which is in dispute and in court, it being alleged that it belongs to W. C. Jutte, deceased. The plaintiffs say that Friend

and Hoffstott are about to make a sale of all the assets of the Jutte Co. except the coal lands. It is said that if these are sold there will be nothing left for the Jutte Co. but the coal lands, which will be sold on foreclosure proceedings at sacrifice prices. This is alleged to be the illegal scheme of the defendants.

Another step in the formation of an independent organization of coal operators in the Pittsburgh district was made on Tuesday night, following a banquet of independents at the Duquesne club, at which the guests of honor were Francis L. Robbins, W. R. Woodford and S. M. Wallace. John H. Jones, of the Pittsburgh-Buffalo Co., was chairman and toastmaster. The speakers included Mr. Robbins, Mr. Woodford, Mr. Wallace, all of the Pittsburgh Coal Co., and George A. Magoon, of the Pittsburgh & Westmoreland Coal Co. The co-operation of the Pittsburgh Coal Co. in the project is now assured. At the brief business session held in connection with the banquet Francis L. Robbins, W. R. Woodford, J. G. Patterson, George A. Magoon and J. T. M. Stonewall were appointed a committee to draw up a basis for the establishment of an independent co-operative association for the Pittsburgh district.

It is reported that some Pittsburgh dealers in anthracite coal are taking advantage of people of this vicinity to the extent of 240 pounds to the ton. That is, in the ignorance of the people regarding an act of the legislature of June twenty-sixth, 1905, the dealers are selling anthracite coal at 2,000 pounds to the ton. The law requires that the anthracite ton be 2,240 pounds. Recently a local dealer received an order from a well-known Pittsburgh resident for five tons of anthracite coal. The consumer had 10,000 pounds delivered to his residence, according to the bill sent him. He mailed a check, but back came a refusal of the check, with the word that it was not sufficient to cover the five tons at \$6.25 a ton. Then the consumer placed the check in a letter, attaching it to a memorandum note of the act of June twenty-sixth, 1905. The dealer replied, acknowledging that he had been caught napping.



### Supreme Court Rules Against Pocahontas Coal Co.

In attempting to enforce its contract with one of the twenty coal companies for which it is selling agent the Pocahontas Co. unwittingly enabled the supreme court to define the power of the state in dealing with trusts and monopolies. The opinion is by Judge Frank Cox. West Virginia has no anti-trust legislation, and it was not shown that the Pocahontas Co. engaged in interstate commerce, thus making it impossible to invoke the Sherman act. The court fell back on the common law, and its decision besides being of a sweeping nature, establishes a rule and a precedent. The Pocahontas Co. is the authorized selling agent for twenty coal companies along the Norfolk & Western railroad. The companies entered into an agreement to deliver to it their entire output of coal, and vested in it the power to fix sales prices. After sales the companies were to share pro rata. The Powhatan Coal & Coke Co. attempted to withdraw from the combination and refused to deliver its product. An injunction was secured, but was violated and an attempt was made to have officers of the Powhatan appear for contempt of court. At this juncture appeal was made to the supreme court. Under the decision by Judge Cox, which rests upon the common law prevailing in this state, the restraint complained of must be unreasonable. The Pocahontas Co.'s contract was declared illegal because it was in unreasonable restraint of trade, restrained competition, tended to monopolize and



control prices, and was therefore contrary to public policy. This puts the burden of the law upon any trust or combination formed by two or more persons or companies to control any legitimate article of trade. Organizations, unions, contracts or trusts to fix prices of goods, merchandise, gas, coal, lumber or whatever article of trade are illegal and void when in unreasonable restraint of trade. Nor need the extent of the control be more than local, nor must all persons in any town or community dealing in the same article combine. Two more butchers, grocers or dealers in any other line of commerce may so form an illegal contract to fix and control prices, and be against the law as pronounced in this case.

## Coal in Alaska.

The Controllor Bay region, Alaska, one of special interest, because of extensive coal deposits, the product of which is of excellent quality. Since 1903 the United States geological survey has been making investigations in this region. Mr. G. C. Martin, who has directed the work each year, spent two and a half months of the past season at that district and completed the work that had been planned. During the first two seasons only hasty reconnaissance trips were made. The result was merely an outline of the geology of the district which was found to be so complex and so important as to render necessary work of a very detailed character. Accordingly, in 1905, a detailed topographic map was made of an area of four hundred and thirty square miles with reconnaissance surveys of about two hundred square miles more. This work was done under the immediate direction of Mr. Martin, who was at the same time, with his assistants, mapping the geology and the distribution of the coal upon the topographic base map which was being made. The season of 1906 was devoted to the completion of this geologic work. It will now be possible for the survey to prepare and ultimately publish a report in detail on the geology and mineral resources of the region to accompany its topographic and geologic maps. The coal of Controllor bay has thus far failed to reach the market because of the lack of transportation facilities. The principal developments in this region during the past summer consisted of work upon tunnels driven for the purpose of cutting the coal at great depth and of surveys for railroads and harbor improvements. These surveys were carried on by three separate interests,

each of which contemplates the construction of a railroad into the interior by way of Copper river. One of these railroads is already begun. From what will be its terminus on Cordova bay it is reaching out toward the coal fields by a branch from the Copper river crossing.

## Jewelry from Coal.

Japanese jewelers, with the inventiveness and originality of their race, use as ornamental settings in various articles bits of ordinary hard coal obtained from the coal heaps on the wharves. Only the hardest and most perfect of the bits are used, and the workers in coal, from whom the jewelers obtain their supplies, make a practice of saving them certain pieces, often not more than two or three of the required quality being found each day. Of course this "black diamond" jewelry is very inexpensive, but at the same time it is very pretty, and is a novelty as well. A very general use made of these pieces of coal is for ornamental settings in the heads of canes and umbrellas. They are used in combination with silver or brass rims and sometimes shells and tiny pieces of brass are worked into the design with an effect that is distinctly Japanese. Ornamental corkscrews, with bits of coal set into the handles, are novelties that serve as a souvenir of Japan, and neck gems, rings, trinkets, and chains are also manufactured with settings of black diamonds. A curious trinket purchased by a recent traveler in Japan was a link chain cut out of a solid block of coal, each link being perfectly formed.

## Trade Union Growth.

According to the statistics of the bureau of labor of New York state, there are now more than eight million members of trade unions in the United States and Europe, of whom approximately one-fourth are in this country. Great Britain and Germany have each nearly as many unionists as the United States, but none of the countries in which the movement is comparatively new—Austria-Hungary, Italy, etc.—has as large a body of organized workers as the state of New York, which, with less than one-fifth the population of France, has one-half as many trade unionists. In New York one in nineteen of the inhabitants is a member of a trade or labor union; in England one in twenty-two; in Denmark one in twenty-seven; in Germany one in thirty-

one; in France one in fifty; in Austria one in eighty; in Italy one in one hundred and twenty-five; in Hungary one in two hundred and thirty; and in Spain one in three hundred and twenty-five. Coincident with the growth of labor unions there has been marked progress toward shorter hours of labor. State Commissioner of Labor Sherman reports that conditions of employment during the first half of 1906 were an improvement over that of 1905. Returns from associations of workmen were ninety-two thousand members in eighty-five trades, showing that only one hundred and four men out of one thousand were idle on the average in the period, compared with one hundred and fifty-one in 1905.

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# THE HOCKING VALLEY TRADE

COLUMBUS, OHIO, December 5.—(Special Correspondence.)—General market conditions are easier this week than they have been for a considerable period. This is scarcely noticeable with concerns having a large volume of contract business, and which are able to spare only a small tonnage to current trade, but with others it means renewed activity in the soliciting department. Traveling men are out in greater force and there is a falling off in inquiries. Some orders for \$2.00 coal are being cancelled.

This state of affairs is not looked upon with any concern; operators regard it as merely temporary, due to the holding off of cold weather. Every indication points to an active winter, with an output limited only to the ability of the railroads to take care of it.

## Little Change in Prices.

The state of the weather has not justified any further advance in prices during the past thirty days, contrary to expectation in some quarters. The last circular of \$2.00 for domestic lump is holding firm, except in a few instances at non-air points. The close of navigation is throwing a greater number of local service cars into use. While these can be made in some degree available on contract business past junction points, the number of lines which will still receive this class of equipment is limited, and the tendency is to glut the market along the route of the originating coal roads. The car situation as a whole is felt to be a trifle more satisfactory, although not much faith exists that there will be any permanent betterment this winter.

Among fancy grades Black Nancy has been advanced to \$2.35 for domestic and \$2.25 for one-and-a-quarter-inch lump. This coal is claimed to be having a large sale in competition with Jackson. The steam coal trade is reported to be in a healthy condition, good prices being realized, reaching in some instances to full circular quotation of \$1.65 for run-of-mine and \$1.10 for nut, pea and slack, on best grades. Large operators are giving renewed attention to old orders and taking on new ones.

## Retail Coal Men Meet.

On Tuesday evening the retail coal men of Columbus held a meeting at the rooms of the Coal club to consider the question of short weights and other grievances. A plan is on foot to establish a clearing house to look after the matter of weights, demurrage and freight charges, similar to the one which exists in Dayton, Ohio, and which it is claimed has been the means of saving coal men hundreds of dollars. The project is being advocated by Ford R. Cate, secretary of the Ohio Wholesale & Retail Coal Dealers' Association.

Pending the decision of the State Railway Commission on the demurrage controversy, retail coal men are advised either to withhold payment or to make it under protest, so that they will have full advantage of any ruling that may be in their favor. No formal action was taken on any of the questions discussed, but another meeting will be held in the near future.

Retail prices of \$3.50 and \$3.75 are being generally observed by reputable dealers. The few instances of cutting are confined to small concerns, which are accused of giving short weights in order to make up difference in price, as it is claimed that coal cannot be handled with profit at less than the prevailing figures.

## PERSONAL AND GENERAL NOTES.

Horace L. Chapman, president of the Chapman Coal Co., is on a ten days' trip to Florida.

M. A. Packard, a prominent coal man of Buffalo, spent last Sunday at the Chittenden, this city.

J. F. Cook, of the Cook & Hart Coal Co., Fairmont, W. Va., was in town the fore part of the week.

T. E. Neff, secretary of the Hamilton & Williams Coal Co., Saltillo, Ohio, was in town on Saturday last.

C. S. Binns, vice-president of the Capitol Coal & Coke Co., spent last week at the mines in the Pocahontas field.

S. H. Foster, general manager of the War Eagle Coal Co., is on a business trip to the mines at War Eagle, W. Va.

James A. Henchey, of the Capitol Coal & Coke Co., who is located at Welch, W. Va., was in Columbus on Monday.

Arthur Hale, of Baltimore, Md., general traffic manager of the Baltimore & Ohio railway, was in the city on Tuesday before the State Railway Commission in the interest of matters pertaining to coal transportation.

The position of secretary of the General Hocking Coal Co., made vacant by the resignation of George Beeson, who went with the Jeffrey Manufacturing Co. on the first instant as auditor, will probably not be filled until the beginning of the new year. Several available applicants are being considered.

The retail coal business of Joseph Dienst was sold by the receiver at public sale on the first instant for \$1,105, the property being bid in by a local attorney. The actual purchaser is understood to be Mrs. Madge Caldwell, who recently conducted a coal yard in the same vicinity on the line of the Baltimore & Ohio.

While drilling for a gas well at Summit Station, a short distance east of Columbus last week, workmen struck two veins of coal, one nine feet in thickness, at a depth of 197 feet, and the other a seven-foot vein, at a depth of 300 feet. The locality is not within many miles of any developed coal territory. The possibilities of the discovery will be tested by further drilling.

Attempts at private settlement of the differences between the Campbell Creek Coal Co. and the Baltimore & Ohio Southwestern Railway have failed, and upon petition of the attorney for the complainant the case will be reassigned for hearing before the State Railway Commission. It was to have been heard October eleventh, but was withdrawn by consent of both parties.

The Gloucester, Ohio, mine of the defunct McLeish Coal Co., after being up for sale several times, has at last been disposed of and the sale confirmed by the court. The purchaser is John G. Price, and the figure realized \$18,288.49, an increase of \$2,000 over previous offers. There will be barely enough returns to pay the preferred creditors and the cost of administration. The East End bank, itself in the hands of a receiver, is a creditor in the sum of \$30,000, but will have no share in the purchase money.

Hearing was begun in the common pleas court here on Thursday of the case of the Riverdale Mining Co., of Clarksburg, W. Va., against the Baltimore & Ohio Railway Co. for damages

in the amount of \$75,000 for failure to furnish cars in sufficient quantities to enable the complainants to take care of their contracts. The Riverdale company is composed of John S. Jones, of the Jones & Adams Co., Chicago, and C. F. Evans, of Columbus. Mr. Jones was here looking after the interests of the case, and a number of prominent coal and railroad men were present.

Nicholas Monsarrat, chief engineer of the Sunday Creek Co., has formed a partnership with J. P. Lindsey and opened up headquarters in the Deshler building as civil engineer and surveyor. The junior partner will be in charge of the business, Mr. Monsarrat, for the present, at least, retaining his position with the Sunday Creek Co. He is a son of President Monsarrat, of the Hocking Valley Railway Co. Mr. Lindsey is the son of J. P. Lindsey, a well-known railroad contractor of Middleport, Ohio, and is an experienced engineer.

Preliminary figures given out by the Columbus & Hocking Coal & Iron Co. for November indicate that the net earnings for the month will be \$30,000. Statements issued by this concern would seem to refute the idea that the car shortage is making coal mining unprofitable. Owing to the strike, April, May and June of the present year showed the net earnings of this company barely sufficient to pay fixed charges, but July gave a surplus of \$10,000, August and September each about \$1,500 and October \$17,000. The year as a whole will prove very satisfactory, both from the money-earning standpoint and that of getting extensive improvements under way.

## Buys 2,400 Sheep.

The Danville Belt Coal Co. has invested in twenty-four hundred sheep that will be turned to graze on the company's lands about Grape Creek. The first consignment of six hundred and fifty wool producers has already been received. The belt company owns twenty-six hundred acres of land about Grape Creek and the past summer has had a force of seventy-five men clearing on a thousand acre tract. Much of the heavy timber has been cut off. The special duty of the great herd of sheep is to eat the underbrush and small sprouts where the clearing has been done. The sheep are brought from Montana ranches. Some feeding cattle are also to be put on this land at once.

## Germany Fears Strike.

A gigantic strike of miners in the Westphalian coal district threatens to mar the unexampled prosperity of German industry. Since the great struggle of last year, which was brought to an end by the intervention of the government, the Westphalian miners have never ceased to organize with a view to its renewal at an advantageous moment. That moment appears to have arrived. The ferment among the mining population is the result partly of a continuous rise in the prices of food and partly of the spectacle presented by the unparalleled prosperity of German industry generally, which has created in the workers a desire for a considerable increase of wages. At the present moment the dearth of labor in the industrial districts of the empire is keenly felt. The employers would gladly find occupation for hundreds of thousands of extra workmen. The Rhenish coal syndicate has been working at high pressure for several months past and is obliged to fulfill its contracts by placing large orders in foreign coal markets. A strike at this moment, therefore, would be particularly disastrous for German industry. The miners have already sent deputations to England and other countries with the object of inducing their fellow workers abroad to refrain from assisting German employers by working extra hours and thus enabling large exports of coal to be sent to Germany.

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# THE BLACK DIAMOND

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CINCINNATI

DECEMBER 15, 1906.

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\$3.00 PER YEAR.

## General Review of the Markets.

COAL IS the barometer of the industries. As the demand for raw materials increases the effect is at once felt upon the sensitive mechanism of the coal trade. The promises of a constantly increasing business in 1907 are very flattering. The rush of holiday freight is having some little effect upon transportation, especially the supply of box cars. Cold weather throughout the eastern section of the country has accentuated the demand for domestic sizes but the mild weather in the west has tended to somewhat weaken the market. Dock companies have been putting forth every effort during the last few weeks to get as much coal transported as possible to the head of the lakes. This has tended to make a shortage of fuel in many of the country sections. Stocks are reported low in many districts and the demand throughout the west, northwest and southwest is constantly increasing. There is a great shortage of coal at many points and reports of confiscation are current. West Virginia splint is in very heavy demand and is having a notable influence upon the Hocking trade. Pocahontas is short at many eastern points and throughout the Carolinas, where an increase in price has recently taken place, some operators beginning to refuse western contracts. The shortage of labor in many of the mining districts, together with inadequate transportation facilities, is greatly lessening the supply of coal. A weather market has predominated again this week. Buyers who have been waiting for deliveries on back orders are becoming impatient. Sales agents and operators have practically disposed of old orders on file and are in a good condition to take care of new business.

### Conditions Affecting the Coal Supply.

The shortage of cars still continues to act as one of the controlling features of the market. The railroads, however, are doing everything in their power to relieve the congestion of freight and supply sufficient cars to take care of the constantly increasing business. However, it can not be expected that new equipment will be available for months. Nineteen hundred and seven should be characterized by conditions which are much more advantageous. Transportation from the mines to tidewater seems to be slower than at any time during the season, although every effort is being made to augment stocks as much as possible. Ice at many shoal water ports already has become a reality, and in some cases cancellation of orders predominates. The close of navigation this week should liberate a large number of cars for the all-rail trade. It is reported that many boats have had their insurance extended until Saturday of this week, owing to the fact that a large number of contracts have not yet been filled. The Hocking valley car situation is a little easier than last week. One of the operators received 491 cars, which is sixty per cent of his allotment. It is asserted at some points that the increase per diem rate for the use of cars by the railroads has tended to dispatch freight with greater velocity, making a large number of cars available. New York harbor boats are very short which also describes the condition of transportation along Long Island sound. As a result freight rates have been raised from two and one-half to fifteen cents. Much interest is manifested in the embargo predominating on the railroads in Indiana, especially the Big Four, which is charged with sending a large number of cars belonging to other roads to various parts of the state and into foreign territory and refusing to accept cars for shipment to various Indiana points.

### Bituminous Coals in Good Demand.

The continuous mild weather this week has been responsible for the falling off in demand for some of the bituminous product. However, on the whole the prices have been maintained with the exception of two or three classes of coal. Sullivan county, Ind., coals have suffered a cut of ten cents on almost all sizes. Springfield lump has also been selling for ten cents less this week. Indiana and Illinois inch and a quarter lump has declined in demand. The screening market is in a little better condition, Springfield screenings continuing to grow stronger and in some cases bringing a premium of fifteen cents. Smokeless mine run is in good active demand but there is not a large amount of this class of coal available. Steam coal is not as strong as last week. Coke is in firm demand and there is a premium being offered in many cases for all kinds of domestic coke. Cannel coal is also at a premium and there are only a few cars available. Sales agents handling this product are months behind on their orders. Contract

business is suffering and many contractors are going in the open market for fuel, which tends to augment the demand. In most cases all orders are being filled in the order of application and the supply during the past week has been just about equal to the amount of coal received from the mines. The percentage of production continues to range from thirty-five to fifty per cent of normal capacity.

### Anthracite Coals Strong.

The demand for hard coal is constantly increasing throughout the west, northwest and southwest. Many towns are entirely out of fuel. It is reported that many of the western mines are not in a position to supply as much coal as formerly on account of various conditions and that the demand for eastern products is constantly increasing. The last boats carrying coal to the head of the lakes have no doubt already left Buffalo and it is anticipated that the close of navigation will liberate a large number of cars for the all-rail business. However, many of these are not provided with air brakes, which is required by law, thus not augmenting the transportation equipment as much as many have anticipated.

Egg anthracite is very scarce throughout the eastern markets. Nut coal in the west is in very strong demand. Egg and broken coal of the Lehigh variety is short. The stock in country yards is not as large as it should be at this season of the year. The mild weather has tended to make retailers reluctant in placing orders until the demand on the part of consumers becomes more active.

### Eastern Markets Strong.

The predominant cold weather throughout the eastern section of the country has tended to strengthen the markets throughout New England, and the middle Atlantic states. New York harbor business has been somewhat affected by the predominance of fogs. Many boats were not able to move out from their slips for two or three days. Long Island sound shipments were also restricted in transit. The stocks at many of the terminals of the railroads at eastern points are very low. Many foreign points are also suffering for want of coal owing to the fact that railroads have refused to allow equipment to pass freely to foreign lines. The coastwise trade business is active and the demand greater than the supply. The cargo movement from New York ports is very slow. The shortage of ships and barges has assumed such strained proportions that it is entitled to a place as a characteristic feature of the week. Steam coal is reported weaker in Buffalo but in the markets further east the demand is firm, especially for buckwheat No. 2, which is very short. There is a strong demand for Pennsylvania steam coals in the Baltimore market. No spot bituminous is available and the December shipments up to the present time have not been as large as those which took place in November. The tidewater business is active and on the whole the markets in the southeast are in very good condition. The mines in West Virginia at the present time are producing only about two-thirds of the normal output on account of the excessive shortage of cars. The railroads are making an excessive demand for coal which mitigates the supply for the regular trade. Prices in some cases have increased from twenty-five to forty per cent.

### Western Markets Firm.

All of the western markets continue firm. The demand for all classes of coal is greater in the western markets than in Chicago, which is the dumping ground for the products of all eastern and western mines. There are continued reports of shortage of coal from northwestern and southwestern points. At Columbus many vessels are being loaded without insurance, owing to the fact that urgent contracts have not been fulfilled. Chicago has been getting almost all of the lake coal during the past week and very little of the product is being shipped to Superior points. A report comes from West Virginia that there is some trouble over the wage scale. The Elm Grove Mining Co., operating mines at Elm Grove, W. Va., has not been successful in settling the difference between the company and the miners. Steam coal in the Hocking Valley district is short and the demand for this product is much greater than last week. Prices for Hocking have been maintained in most cases at \$2 and in some instances jobbers' orders at \$1.90 have been declined. The market in general this week is practically in the state of equilibrium.





Office of THE BLACK DIAMOND,  
Chicago, Dec. 14.

The anticipated cold wave for the western section of the country did not continue long enough to appreciably affect the coal market this week. Therefore a weather market has predominated and the state of the demand and the trend of prices are practically the same as prevailed last week. Consumers are becoming more and more impatient over the non-delivery of coal on back orders. However, selling agents and operators are beginning to catch up with back business and on the whole are in a very good condition to take care of new orders, which are sure to accumulate as soon as severe cold weather becomes a reality. The conditions which have tended to affect the market this week are those which have predominated for some time, namely: the car shortage and unseasonable weather.

#### Transportation Matters.

The advent of the holidays is having some little effect and the close of navigation this week will tend to liberate a large number of cars, which should make the situation easier. However, it is asserted that much of the equipment used in transporting coal to the docks will be scattered all over the country and the extra service which the close of navigation will render to all-rail business will not be as great as anticipated. The controversy relative to the embargo of the Big Four railroad and other roads in Indiana has attracted much attention. It is claimed the attorney general asserts that the roads in question formed an agreement last spring to carry coal by way of the Big Four for fifty to sixty cents a ton, but it is alleged the Big Four sent a large number of cars belonging to these roads to various parts of the state and to points even outside of the state, and that it also refused to accept cars from these roads that were billed to Indiana points and therefore hampered the three roads which depended on the Big Four in supplying coal on their contracts.

The public exposition of traffic conditions no doubt tends to mitigate many of the rulings which have so seriously affected the coal supply in the past few months.

#### Little Hope of Improvement.

The general freight managers from the Chicago, Rock Island & Pacific, the Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, the Chicago & North-Western and other roads are all of the opinion that there is very little hope of relief in the car shortage situation in the near future. More than this, they assert that winter's snows will greatly cripple traffic and that the car situation next month is bound to be worse than at present. Many large mills in various parts of the country have suspended operations on account of the shortage of fuel. It seems that this condition is more serious than ever before. There is a good supply of all grades of coal in the Chicago market this week. Smokeless mine-run is in somewhat stronger demand and the supply is not as heavy as formerly. Indiana and Illinois mine-run continues in about the same condition as last week. Springfield lump has suffered a cut of ten cents in many instances owing to the predominance of this class of coal. Sullivan county, Indiana, coal has sold ten cents cheaper in some cases. Springfield screenings continue to grow stronger and the price has advanced fifteen cents. The coals which are strongest in the market this week are nut and chestnut anthracite, Carterville lump and egg, Springfield screen-

ings and West Virginia splint. Indiana and Illinois inch and a quarter lump has suffered a decline in demand. It is not anticipated that the prices will advance very much in the near future. It would probably take an increased demand of fifty per cent to cause an increase in prices of from fifteen to thirty per cent.

#### Anthracite Market Active.

Nut coal continues very scarce. At this season of the year there is always a scarcity of this class of coal owing to the small amount produced in sizing. Country yards are in very good condition, the mild weather having its usual effect in not causing a sufficient demand to induce retailers to stock up heavily. Lake shipments close this week and no doubt this will have its effect in liberating a large amount of equipment for all-rail business. The demand throughout the west and northwest continues active and the car situation is practically the same as last week. In some cases it is reported to be easier.

#### Illinois Coals Firm.

FRANKLIN county operators report that conditions have not notably changed during the week. The car situation is tight and not enough coal is being transported to fill orders promptly. Egg and four inch lump is bringing \$2.25 f. o. b. the mines or \$3.25 f. o. b. Chicago; mine run, \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago; domestic lump, \$2.10 f. o. b. the mine or \$3.10 f. o. b. Chicago for box cars, open cars, \$2.00 f. o. b. the mine or \$3.00 f. o. b. Chicago.

THIRD VEIN and Spring Valley coals continue in good demand. Country business is active and the car situation has not changed to a degree worthy of comment. Standard lump is worth \$2.40 f. o. b. the mine or \$2.90 f. o. b. Chicago; third vein chunks, \$2.50 f. o. b. the mine or \$3.00 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mine or \$2.10 f. o. b. Chicago; washed nut and egg is worth \$2.40 f. o. b. the mine or \$2.90 f. o. b. Chicago. The demand for domestic sizes continues active and as soon as cold weather becomes more severe the demand will be much greater than the supply.

SPRINGFIELD lump is not as strong as last week. Prices have been only firm at \$1.25 f. o. b. the mine or \$2.00 f. o. b. Chicago. This is in some cases ten cents less than this grade of coal sold for last week. Mine run is worth 95c@1.00 f. o. b. the mine or \$1.70@1.75 f. o. b. Chicago; nut, \$1.10@1.25 f. o. b. the mine or \$1.85@2.00 f. o. b. Chicago; screenings have advanced fifteen cents, the price maintaining at 50c f. o. b. the mine or \$1.25 f. o. b. Chicago. Operators are running their mine four to five days per week and the car situation has notably improved. The demand for domestic sizes is somewhat less than last week owing to the unseasonable weather.

CARTERVILLE operators are receiving practically the same prices this week as last. The demand is very strong at all points on the Illinois Central railroad. However, shipping points on the Chicago, Burlington & Quincy have received a better supply than formerly. The demand for egg and lump is firm; country business is good and there is very little spot coal available. Prices maintaining are \$1.30@1.50 f. o. b. the mine or \$2.30@2.50 f. o. b. Chicago for nut; egg and lump, \$1.75@2.00 f. o. b. the mine or \$2.75@3.00 f. o. b. Chicago with a firm demand. Mine run has been bringing \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago.

DU QUOIN coal has suffered a decline of practically ten cents on all grades. This is due to the unseasonable weather and a large stock of this grade of coal on the market. It is not anticipated,

however, that this slump will continue for any great length of time. The number one nut is worth \$1.20 f. o. b. the mine or \$2.10 f. o. b. Chicago; egg, \$1.35 f. o. b. the mine or \$2.25 f. o. b. Chicago; lump, \$1.35 f. o. b. the mine or \$2.25 f. o. b. Chicago.

#### Indiana Coals Active.

CLINTON mines are operating from five to six days a week which is a much better average than has prevailed for some time. The car supply is only fair and in some cases a little better than last week. The demand on the whole is light, and prices maintaining have not notably changed. Mine run has been bringing \$1.10 f. o. b. the mine or \$1.80 Chicago; screenings, 45c f. o. b. the mine or \$1.15 f. o. b. Chicago; inch and a quarter lump, \$1.50 f. o. b. the mine or \$2.20 f. o. b. Chicago; four inch lump, \$1.75 f. o. b. the mine or \$2.45 f. o. b. Chicago. In some cases there has been a few cars sold under these prices, but the instances have not been sufficiently numbered to indicate a change in the market price.

BRAZIL BLOCK is not quite in as large a supply as last week owing to the refusal of the Chicago & Eastern Illinois in permitting its equipment to go more than 150 miles away from its connections. The prices are practically the same as last week, open cars, \$2.40 f. o. b. the mine or \$3.20 f. o. b. Chicago and box cars \$2.50 f. o. b. the mine and \$3.30 f. o. b. Chicago.

SULLIVAN and Greene county inch and a quarter lump has suffered a decline of fifteen cents in some cases. The car shortage is more acute than last week. The country business is good and the demand on the whole is light. Domestic lump is worth \$1.90 open cars or \$2.00 box cars f. o. b. the mine or \$2.70 open cars and \$2.80 box cars f. o. b. Chicago; inch and a quarter lump, \$1.45 f. o. b. the mine or \$2.25 f. o. b. Chicago; mine run, \$1.25 f. o. b. the mine or \$2.05 f. o. b. Chicago; egg and lump \$1.75 f. o. b. the mine or \$2.55 f. o. b. Chicago.

#### Ohio Coals in Good Demand.

JACKSON HILL coal continues in good demand this week and the car situation has not notably improved. Prices at the mines continue at \$2.75 or \$4.40 f. o. b. Chicago for open cars, box cars when available, ten cents extra.

HOCKING is somewhat easier this week than last. In some cases it is reported that the car supply has not been improved. The close of navigation has not affected shipments as much as was anticipated. Inch and a quarter lump continues at \$2.00 f. o. b. the mine or \$3.65 f. o. b. Chicago in open cars or \$2.10 for box cars f. o. b. the mine or \$3.75 f. o. b. Chicago.

PITTSBURG No. 8 continues active and there is very little of this coal available. The demand throughout the northwest is heavy and operators and sales agents are not able to take care of all orders promptly. The car supply has not increased to a degree worthy of comment. Inch and a quarter lump is quoted at \$1.75 f. o. b. the mine or \$3.40 f. o. b. Chicago.

#### West Virginia Coals Strong.

KANAWHA sales agents claim that there is not a predominance of West Virginia splint in the market. Winifrede continues strong and the car supply is very bad. The demand for Black Band continues active and sales agents have more orders than they are in a position to fill promptly. Three quarter inch lump at the mines has been bringing \$1.65@1.75 or \$3.55@3.65 f. o. b. Chi-



cago; inch and a quarter lump, \$1.75@2.00 f. o. b. the mine or \$3.65@3.90 f. o. b. Chicago.

FAIRMONT operators are receiving perhaps better transportation service this week than last. The shipments to eastern points have been better than in the west. Prices are about the same as those maintained last week. Contracts are taking almost all of the coal available. Gas coal, f. o. b. the mine, has been bringing \$1.85 or \$3.75 f. o. b. Chicago; three quarter inch lump, \$1.50 f. o. b. the mine or \$3.40 f. o. b. Chicago.

POCAHONTAS coal has been shipped a little more promptly this week than last. Prices have continued about the same but the demand is a little less than last week owing to the unseasonable weather. This class of smokeless coal is worth \$2.25 at the mines for domestic lump or \$4.30 f. o. b. Chicago; mine run, \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago.

NEW RIVER smokeless is characterized by a little better demand than last week. Mine run is not so plentiful and the price at the mines

continues at \$1.35 or \$3.40 f. o. b. Chicago; egg and lump, \$2.10@2.25 f. o. b. the mine or \$4.15@4.30 f. o. b. Chicago. Egg coal is in good supply but the demand for lump is more firm.

#### Pennsylvania Coals Active.

YOUGHIOGHENY coal is coming more freely into this market, owing perhaps to the close of navigation. This, however, will not characterize the conditions in a few weeks hence because the dock equipment which is now utilized will be scattered all over the country. Prices are firm at \$1.75 f. o. b. the mine or \$3.65 f. o. b. Chicago for the three quarter inch product.

#### Kentucky Market Strong.

Coals from the Kentucky district are very short. It is impossible to find any spot coal of this description and selling agents claim there is very little of the coal available at yards. Domestic lump is bringing from \$4.25@4.50 f. o. b. Chicago with a very strong demand.

#### Cannel Coal Continues Strong.

Telegrams and urgent requests for prompt shipments of cannel coal have not been sufficient to secure even an extra car of this product during the past week. In many cases premiums are being offered but to no avail. Selling agents prefer to serve all customers in the order of application and they assert that the hope for relief is not promising. The price maintaining at Chicago is \$5.15.

#### Coke Market Strong.

Domestic coke of all sizes is in very strong demand. The supply is greatly mitigated by the acute car situation. Contractors are going into the open market where they get but little relief. West Virginia forty-eight hour coke has been selling this week at \$5.65; West Virginia seventy-two hour product, \$6.15; Connellsville seventy-two hour coke, \$6.90; West Virginia, Wise county seventy-two hour coke, \$6.50; by-product foundry coke, \$6.50 and by-product domestic coke, \$5.00@ \$5.25.

## Market Conditions and Gossip from Cincinnati.

CINCINNATI, OHIO, Dec. 13—(*Special Correspondence*).—The general market here remains in much the same condition that has characterized it during the past several weeks. As is well known, the weather conditions throughout the central part of the country have not been conducive to large consumption, and here and there a weak spot is found in a general market that is firm. This week there is no doubt but that the actual demand for Pocahontas and New River lump coal is less than it has been; but there is no slump in prices, as most of the dealers in this grade of coal firmly believe that a few days of real winter weather will stiffen the market up to what it ought to be at this time of year. A fair quotation on smokeless lump and egg this week is \$2.25 a ton f. o. b. the mines, though there seems to be a number of concerns that do not believe in selling below \$2.50 a ton, and they are holding out for the price, as they have not yet caught up with their orders, and they believe that the price will be \$2.50 or better before they are in a position to make immediate shipments. In the ordinary parlance of the day, they are standing pat, and hoping that colder weather will come to help them out in their belief. Pocahontas and New River run-of-mine is worth from \$1.35 to \$1.50, with a fair demand.

#### Splint Coal Is Firm.

The demand for splint coal does not seem to depend upon the weather for the market for all grades of splint coal is firm this week. Splint lump is worth from \$2.00 a ton for the ordinary sizes up to \$2.50 for especially prepared large blocks. Just at present time the demand for the higher priced grades is better than for the ordinary sizes. It seems that a great many small dealers would rather pay a premium for the large sizes, as there appears less waste in them for the dealer who has no trade for his screenings.

Splint run-of-mine is worth \$1.50 at the mines, and the demand for it is very satisfactory this week. Splint nut and slack is very firm and while there is very little of it that gets upon the open market, nearly everybody having contracted for their output of this grade of coal, a range of prices on nut and slack this week would probably be from seventy-five cents to ninety cents a ton at the mines.

#### Immense Receipts of River Coal.

The river shippers have been continuously bringing coal down the river in barges and coal-boats for the past three weeks. During the past and present week immense quantities of fuel have been started from Pittsburg, and also from the Kanawha river, for markets down stream. Kanawha coal, however, is not taken to the south as is Pittsburg coal. Up to this time not an extraordinarily large quantity of coal has been stopped here, although many millions of bushels have been started from the headwaters.

Just enough coal will be held here by the river people to properly take care of their winter's business. They do not care to have extraordinarily large stocks on hand at this season of the year, when the river is liable to freeze and play havoc as it did last winter a year ago. Prices for river coal are unchanged, and are not likely to show any change for some time. Standard lump is worth from 7 to 8 cents a bushel, and nut and slack 5½ to 6 cents a bushel afloat in barges in the harbor. Railroad shippers do not have much fear of a drop in river prices below present quotations.

#### Norfolk & Western Car Supply Better.

From a number of the largest shippers along the lines of the Norfolk & Western Railroad, it is learned that for a week or so the car supply has been considerably better than it had been for many weeks, and of course the coal men were greatly elated at this welcome change. On the Chesapeake & Ohio and the Louisville & Nashville roads, however, no improvement whatever is noticeable.

#### Coke Cars Are Very Scarce.

The excellent demand for coke continues, but the inability of the railroads to furnish coke racks or box cars for coke shipment, cuts down the actual tonnage of this fuel very greatly at present. Not a great deal of coke is changing hands for the reason that it is contracted for months in advance of its manufacture; but there is a very acute demand for it at present from concerns which have contracts, but which are unable to get the goods. Foundry coke is quoted at \$4.00 and \$4.25 a ton at the ovens and furnace ranges from \$3.50 upward.

#### Retail Trade Quiet.

The retail trade of this city continues rather dull, with no changes in prices. The usual grades of lump are still selling for \$3.50 for splint, \$4.25 for New River and Pocahontas, and \$7.50 for anthracite. Nut and slack for steam purposes ranges from \$2.00 to \$2.25 a ton delivered to consumers.

#### NEWS NOTES AND PERSONALS.

Capt. Harry Rigdon is now the only coal gauger in Cincinnati, now that Captain Carr has retired.

L. E. Armentrout, manager of the Borderland Coal Co., Borderland, W. Va., was a Cincinnati visitor during the week.

C. M. Budd, superintendent and sales manager of the West Kentucky Coal Co., Paducah, Ky., is in the city visiting relatives.

Capt. John Moren, manager of the freight department of the Monongahela River Consoli-

dated Coal & Coke Co., Pittsburg, passed through the city Tuesday morning on his way to Memphis. Captain Moren is well known as a former coal man.

Charles Jung, the widely known New Orleans coal dealer, passed through the city Tuesday on his way from Pittsburg to New Orleans.

J. H. Briscoe, assistant western manager of the Chesapeake & Ohio Coal & Coke Co., is making a tour of the extreme northwest in the interest of his company.

Capt. George W. Thomas, manager for C. Jutte & Co., Pittsburg, spent part of the week in Cincinnati looking after the steamboat and coal properties of his concern.

P. A. Kain, known very widely in the coal trade as a first class salesman, as well as a general good fellow, has cast his lot with the Cincinnati Gas, Coke, Coal & Mining Co.

Warren Jones, well known to the coal trade around Toledo, where he had been in the coal business for some time, is now on the road for the Black Hand Coal & Coke Co. of this city.

W. W. Houston, general superintendent of the Thacker Coal & Coke Co.'s mines at Thacker, W. Va., spent part of the week here visiting relatives and friends and attending to some private business.

George W. Theis, vice-president and general manager of the Monongahela River Consolidated Coal & Coke Co., Pittsburg, was in the city this week looking after the large shipment of coal that his company had passing down to lower river ports.

The records of the Cincinnati Chamber of Commerce for the month of November, show that the receipts of coal during the month were 13,508 cars, compared with receipts of 9,698 cars during the same month last year. The shipments during November this year were 11,272 cars, while the shipments during the same month last year were 5,706 cars.

Capt. Winfield Scott Carr, for many years a coal gauger on the Ohio river at this point, has retired from business within the past few days on account of failing health. Captain Carr is widely known and highly respected, and it is the general wish among the river shippers that the long rest he contemplates taking will result in the restoration of his health.

Fred D. Buskirk, for some time connected with the Cincinnati Gas, Coke, Coal & Mining Co. in an important position, has resigned his position with that company to take the secretaryship of the Kentucky Coal & Timber Co. of this city. This company is a "McGuffin" concern and has thousands of acres of developed and undeveloped coal and timber properties in West Virginia. Mr. Buskirk will look after the proper placing of these properties upon the market.



# The Coal Trade in Indiana.

INDIANAPOLIS, IND., Dec. 13.—(Special Correspondence.)—There has been no change in the Indiana coal trade during the past week. The demand is about the same and the prices are clinging to same old groove. However, there is no complaint as to the prices, either by the retailer, wholesaler or the operator. The old hoodoo—shortage of cars, is still very much in evidence and bids fair to continue so throughout the entire winter.

In spite of the combined efforts of the railway commission, operators, other shippers, grain men and manufacturers, it is not likely that the legislature will be able to remedy the situation in time to help out much during the present season. Most of the operators have made up their minds to grin and bear and do the best they can. It is regarded as a piece of extreme bad luck, however, that they are confronted with the loss of several big customers in the gas belt that are arranging to remove to some other state because they can't get enough fuel.

The weather continues favorable to the big consumers who would be in desperate straits if there should be a cold snap. The railway commission is not pushing the suit it brought against the Big Four about ten days ago to compel it to handle the cars of the Southern Indiana and the E. & T. H., and to return them promptly, as it has hopes of bringing about a harmonious agreement without going to trial. The Big Four and the E. & T. H. are exchanging some business, but not enough to affect the supply and demand here and throughout the gas belt.

## An Embargo Still On.

In spite of the efforts of the commission the Southern Indiana has refused to raise its embargo against the Big Four. Chairman Hunt, of the railway commission, says that the Big Four is willing to handle the Southern Indiana coal and to return the cars promptly, but the Southern Indiana won't raise the embargo because the Big Four won't take all the coal it will deliver to it at Terre Haute. The Southern Indiana has about abandoned the attempt to send coal to the gas belt by the way of the Westport junction with the Michigan division of the Big Four.

Most of the roads are handling more coal than they were a few days ago, but the movement is necessarily slow, owing to the congestion of all lines of traffic. Under the circumstances the operators have had the usual amount of trouble filling their orders, but they have not boosted the prices from what they were a week ago. The quotations among the retailers here and at other important centers are also the same as they were at last report.

At a meeting of the Indiana Manufacturers' & Shippers' Association at the Claypool hotel yesterday it was decided that vigorous steps shall be taken at the coming session of the legislature to obtain such laws as will enable the railroad commission to compel the railroad companies to furnish adequate transportation facilities.

A committee consisting of C. H. Jones, J. V. Zartman, Indianapolis; W. H. Tobin, L. A. Clark, Muncie; J. J. Mack, Anderson; Edward Watson, Vincennes; E. L. Wolford, Linton; J. E. Fredericks, Kokomo, and E. R. Call, Elwood, was appointed to present the shippers' case to the legislature and to do everything possible to have the railway commission law strengthened.

Over one hundred men, representing a great variety of interests, whose aggregate value ran into the millions, attended the meeting and told a story of hardships suffered for a long time because of the failure and refusal of the railroad companies to give them transportation facilities for their products. One of the main complaints was that the railroads have brought on a fuel famine by failing to handle the coal offered to them in the Indiana field.

The greatest suffering for want of fuel was reported by gas belt manufacturers, some of whom declared that they have been making their plans to move to another state where it will not be so difficult to obtain fuel. It was charged that the railroads have discriminated against Indiana coal in order that they might get a longer haul on eastern coal and more money for their business.

Several coal operators told how they have been unable to fill the contracts or operate their mines because of the embargoes between several of the roads and their failure to furnish cars and handle them promptly after they were loaded.

## Discrimination Alleged.

State Senator Kimbrough, Muncie, who is a manufacturer, denounced the railroads vigorously. He said the Indiana coal belonged to the people of this state and that the railroads should be compelled to haul it to them. He also said that representatives of some roads told him they would not haul Indiana coal as long as they could get other freight.

It was the consensus of opinion that the shippers should demand that the commission be given ample power to enforce its decisions and to compel the railroads to haul freight a certain distance and to furnish cars whenever they are ordered. Nothing but radical action will satisfy the shippers who say they have reached the limit.

Every member of the legislature will be seen before the session relative to the shippers' demands.

mands. The union has been sadly impaired in this locality.

## Miners Making Poor Time.

Throughout the Eastern Ohio district adjacent to Wheeling the mines are not averaging more than four days a week. This condition has had the effect of solving the labor shortage problem. When the demand for coal was more insistent a few months back and the car shortage problem was not considered due to last so long, the miners kept hanging on in the hope of steadier employment, but now they are beginning to realize it is a hopeless case for months to come and are drifting to other fields or hunting other avenues of employment.

## Fairmont Company's Busy Season.

It has been estimated that one-sixteenth of the soft coal that passed through the Soo the past season was mined by the Fairmont Coal Co. from its various mines. It sent to the lakes about 900,000 tons, a good increase for the year. Only one-twentieth of the company's products go to the lakes, however. It is shipping about four per cent of all the coal exported from this country. Its gas coal is finding a constantly increasing market among steel mills, especially in the east. Its by-product coal and coke business have orders ahead far into the winter.

## November Increases on New River.

The November tonnage out of the New River region totaled 464,560 tons, an increase over October. A slight increase was shown also in coke. Both increases were due to a little better car supply. The bulk of the output went to tidewater points.

## FIELD NOTES AND PERSONALS.

The Sullivan Coal & Coke Co. has been organized to operate on Piney River, New River district, with \$150,000 capital, by local people. A mine will be opened soon.

The Wyoming-Pocahontas Co. has been organized to operate in the Flat Top section of Raleigh county, by W. B. Whiting and others, of Cleveland, Ohio, with authorized capital of \$2,000,000.

The Harvey Coal & Coke Co. has brought suit for \$25,000 against the Smokeless Fuel Co., for an accounting of coal sold. It is similar to the suit recently brought by the Collins Colliery Co., also of the New River region.

The title to 120 acres of very valuable land in McDowell county, owned by the Berwind interests, has been held to be clear in a suit to test an old will. While the tract is not large it contains operations that involved fully half a million to the company.

An echo of the coke injunction suits in the Mercer county section of the Pocahontas region is reflected now by a complaint filed with the interstate commerce commission by the Powhatan Coal & Coke Co., alleging discrimination against the Norfolk & Western railroad, and naming sixty companies. Favoritism is alleged in the matter of basis of car supply.

C. H. Loucks, an operator of Scottdale, Pa., has purchased ten thousand acres of coal land in Preston county, adjoining a tract owned by Senator Elkins. Mr. Loucks proposes to connect his property with a railroad that will strike the B. & O. at Selbysport, Md. The Fairmont Coal Co. is the reported purchaser of 813 acres lying in Harrison and Marion counties.

The application for an injunction to close the Pawama mine, asked for by Deputy Inspector Warner, has been refused. The inspector contended the air circulation was poor, but the company submitted expert testimony to show it was as pure as existed in the other mines in the same region. This was the first time an injunction was asked for under the same conditions and the case attracted wide interest.



The Chicago, Burlington & Quincy railroad has reported that it will haul no more grain until the coal shortage throughout the state of Nebraska has been relieved.

# West Virginia Mining News.

WHEELING, W. VA., Dec. 12.—(Special Correspondence.)—Prices are showing no change. In the Wheeling district they still hang at \$1.25 for mine run at the mine, and graded accordingly. Stability is shown in the other districts. It is said that Fairmont coal is hard to get at present and much in demand. The closing of the lake season has not made any difference in the general situation, especially with reference to cars. Naturally it would be expected that the situation would ease up, but prices remain the same, demand is as strong and cars are as scarce.

## Time for Cars to Return.

The Baltimore & Ohio has no restriction on cars now, and the cars formerly sent to the lakes are being sent to distant points. While in the lake trade they could be figured on taking only about ten days on the round trip. Now they are being widely scattered and some of them may not be returned to the West Virginia mines before thirty days, and probably sixty days in some cases. There is the prospect, however, of a let-up in traffic in other lines of business

after the holidays which will serve to put more cars in the coal trade, as well as motive power.

## Labor Trouble Produces Rioting.

The Elm Grove Mining Co., operating at the town of that name a short distance of Wheeling, has never settled its wage differences with the local union since the strike in the Wheeling-Ohio district last spring. The company has been able to keep going on a small scale and this week the union workers got incensed at the non-union employes and started a riot which resulted in a dozen on both sides coming out the worse for wear in a general fight. The local authorities were required to quell the disturbance and the company will now ask for protection. With this exhibition of lawlessness it is thought the union has shot its last wad. Among those injured in the fight was Jerry Westlake, the mine foreman, and formerly a deputy state mine inspector, who lost his state position for lining up with the anti-administration faction in the governorship contest two years ago. The Elm Grove and Hitchman mines in the Wheeling district have so far successfully resisted the union scale de-



# The Detroit Coal Trade.

DETROIT, MICH., Dec. 12.—(*Special Correspondence*).—The bituminous market, so far as the steam coal trade is concerned, shows a slight weakness compared with last week. Continued warm weather, or rather the fact that it is not as cold as expected, has had a tendency to lessen the demand, but the jobbers are confident that a good time is coming—a bad time for the consumer—“And we propose to teach those fellows who did not order coal during the summer when it was cheap and delivery was easy, a lesson they won’t forget,” remarked a prominent coal man. And I guess he told the truth, for storms are raging all around Detroit, and when they strike this city there will be “something doing.”

Prices, however, have not fallen off very much and the domestic trade is as good as ever, and dealers are doing a good business. The weakness in the market is shown by the drop in No. 8, which sold this week for \$1.15 and \$1.25 for run-of-mine and three-quarters, respectively.

## Car Situation Does Not Improve.

The car situation is still very bad with no prospect of its getting any better. But what is most embarrassing at present is the fact that coal ordered for this market cannot be delivered promptly by the railroads. Here is an example which applies also to Detroit as well: A certain firm of this city marked out several cars on November twenty-eighth for St. Thomas, Canada, which have not yet reached that city. Locally the trouble is not so much on the private sidings as on the team tracks. Last September, the Grand Trunk put an embargo on the Michigan Central, declaring that it could not take any more of its cars, and this state of affairs has continued ever since with more or less embarrassment for shippers. The Michigan Central does about three-fourths of the hauling to this point and the track-age on all the roads here is very inadequate. Last Tuesday the Michigan Central brought 1,140 cars from Toledo, nearly all of which were loaded with coal. However, as about eight hundred cars of coal are consumed in Detroit daily, that is not such a very big number after all. The B. & O. has a grievance against the M. C., claiming that

that road has laid an embargo on its freight, but the M. C. says, “Tain’t so.”

## Coke Market Not So Strong.

A Chicago firm recently quoted Connellsville coke at four dollars at the ovens, which is a drop of two cents from last week’s quotation. However, the Solvay Co., at this point, has contracted for all its output for months ahead and has no coke for sale, either for foundry or domestic purposes. The reason for the recent advance in price is that there is a great demand for it, owing to the immense increase of late in the iron industry. The Detroit City Gas Co., which does a big retail business, claims that it cannot get the equipment to load its coke.

## Anthracite Coming Along Well.

In anthracite circles agents are much encouraged by the turn for the better that the situation has taken. Cars, since the close of navigation and the consequent letting up of the grain shipments, have been more plenty and, if the supply of the box variety runs low, there are some gondolas available at Buffalo. However, after this week, no serious trouble in getting box cars is anticipated, unless a storm breaks loose. In that case matters would be pretty badly mixed up here, for it cannot be denied that chestnut is getting dangerously low and there is not enough egg and stove coal to boast much about. But agents are beginning to see daylight and are meeting the great demand—for business has increased considerably—with fairly good success. The worst appears to be over.

## PERSONAL NOTES.

G. H. Krudop, a prominent coal man of Fort Wayne, Ind., made a short visit to this city last Monday.

The Christmas calendar of Ayers & Chase is greatly admired by their friends who have been remembered.

James J. Kelly, manager of the Phoenix Coal & Mining Co., of Chicago, dropped in on some of his coal friends last Monday.

the mines. Ever since the fall coal trade opened in August there has been a lack of men. In good times like the present many of the coal miners find profitable employment outside of the mines and do not care to work beneath the ground.

The coal famine has not as yet been seriously felt in Kansas City. There is, however, a big demand for coal and the dealers are extremely busy. As yet prices have not been affected much by the shortage. There has been no increase in Kansas City in the last two weeks.

An agent for the Interstate Commerce Commission was lately in the Indian Territory investigating whether or not the coal production was controlled in the output and prices by a combine. J. George Wright, United States Indian inspector, got a list of the operating companies, whose output is handled by the McAlester Fuel Co., and found that these companies represented more than half of the output in the Territory. The attorney of the interior department sent Wright’s letter to the Interstate Commerce Commission. Its findings have not been announced.

## Devlin Property to Be Sold.

The trustees of the Devlin estate have advertised for sale nearly all the remainder of Charles J. Devlin’s real estate holdings in Kansas. These are the properties in the Devlin personal estate, and comprise a vast amount of land in Crawford county in Frontenac, Chicopee and other towns in which Mr. Devlin operated. Most of the land is what is termed “surface land,” the coal having been reserved. Other land will be sold with the coal still in it, and still other property consists merely of coal rights.

Bids on this land will be received by the trustees up to January twelfth, after which the land will be sold to the highest bidder, as was done in the case of the Topeka real estate holdings. It is expected that most of the bids will come from where the character of the property is understood.

The property includes a total of 9,551 acres of coal land, all located around Pittsburg, either centering about Frontenac, or Chicopee. Much of the land is undeveloped coal located northwest of Pittsburg.

The Cherokee & Pittsburg Coal & Mining Co. reserves most of the coal underlying the land as well as the mines and mine property. The sale will take in mostly surface lands above the coal, suitable for farm property.

The bids are to be opened on January fourteenth, at Topeka.

## NOTES.

R. A. Grubbs and party from Cherokee, I. T., have been prospecting for coal south of Minden, Kas., in the last week.

The Nevius Coal Co. is negotiating to obtain the property of the Embree Coal Co., which recently went to the wall. It was reported the deal had been closed, the purchase price being eight thousand dollars.

The Home Riverside Coal Co., in Leavenworth, according to President E. W. Snyder, is badly in need of many miners. It is said to be behind in its orders to the amount of three hundred cars and is willing to give all the miners it can find plenty of work throughout the winter. The company now has on its payroll about eight hundred men.

## Wagon Prices at Chicago.

Anthracite.	
Grate .....	\$6.50
Stove .....	6.75
Chestnut .....	6.75
Egg .....	6.75
Bituminous.	
Smokeless lump .....	5.00
Smokeless run-of-mine .....	3.75
Hocking lump .....	4.50
Hocking nut .....	3.75
Illinois lump, egg and nut .....	3.50
Indiana lump, egg and nut .....	3.50
No. 1 washed nut .....	4.00
Cannel lump .....	6.25
Smithing .....	4.50
Screenings .....	1.75
Gas house coke .....	5.50

# Missouri River Coal Trade.

KANSAS CITY, MO., Dec. 11.—(*Special Correspondence*).—The shortage of coal in Kansas and in fact all over the southwestern district is easily the most important topic of discussion among coal men this week. The situation is very serious. Each day brings fresh reports of strained conditions in different parts of the district. Coal men are being engulfed with orders and can not begin to supply the trade. Never before in the southwestern district was there such a call for coal; in many cases it amounts to a pitiful appeal.

A dispatch from Reno, Nev., today said that a trainload of wood is being rushed into southern Nevada and the famine in Goldfield and Tonopah will in all probability be relieved before many days. The fuel famine extends over the entire state of Nevada. Wood can still be obtained but only in small quantities and at a very high price. In Goldfield the supply of wood is rapidly being exhausted. What fuel arrives from the hills is bid in by the competitive buyers, the record price being \$70 a cord. Reports from South McAlester, I. T., say that coal is being moved more rapidly than at any time since the shortage began in September. The Rock Island trains south are hauling a number of cars of coal, which will relieve the famine in several of the large Texas towns. The Katy has been taking out the coal regularly for the last three days.

## Conditions in Texas.

Conditions in the Texas field are very serious at the present time. The coal famine there has reached such an acute stage in some parts of that state that people are burning bacon. It is said that if there is no relief from the car shortage in Texas soon the conditions will be almost

unbearable. Reports from Kansas vary. Some of them say that the conditions are improving, while others declare that no relief seems to be in sight. A recent dispatch from Trinidad, Kas., said that with a few paltry pounds of Trinidad on hand and no more in sight, save an overdue car from Colorado, the coal situation in that section has become desperate. The famine extends throughout the entire section of Kansas and yet the railway companies declare that they are doing all in their power to relieve the conditions.

Only the other day the citizens of Atlanta and Latham, Kas., two stations on the Frisco, east of Winfield, seized a freight train and confiscated four cars of coal. Two cars were held at each town. The residents of these towns were so badly in need of coal that they took this method of getting it. The coal seized was billed for territory points. As far east as Leavenworth complaints are being heard. The officials of the Kansas penitentiary there say they are having trouble in supplying the state institutions. Owing to inability to get cars as desired early in the fall it was not found possible to get an additional advance supply to the state institutions as in other years. The demand for coal in the state establishments is so great that 406 men were put to work in a mine this week and sixty more worked at the top. The prison brick yard was shut down in order that the men could dig coal.

## Causes of the Shortage.

The shortage of coal in Kansas is due to two reasons, lack of enough coal miners to dig the coal and inability to get the cars to ship. Almost all of the shafts in the Pittsburg district are short of the number of men desired to work in



# The Tennessee Coal Trade.

MEMPHIS, TENN., Dec. 11.—(*Special Correspondence*).—The situation is very tight on coal. Mines that have been usually shipping twenty-five to thirty cars per day on the Louisville & Nashville railroad are only able to ship two-thirds of their output on account of the scarcity of cars and the railroad is calling for the maximum amount of company coal which is leaving but little for steam and domestic purposes. Plants all over this immediate territory are closing down for fuel and there seems to be little probability of relief until after the holidays at least.

Mines on the Illinois Central railroad are only able to run on an average of two full days in a week, in the Kentucky district, and the demand for company coal calls for all or the better part of that. On the Frisco road, the mines run on an average of one-third time and the railroad company has restricted all car loading for a period of ten days to company coal.

## Price Conditions.

Prices have advanced from twenty-five to fifty per cent, it is now practically—supply at any price. The only section that seems to have any coal to offer is the Illinois field on the Illinois Central railroad, and this is explained by the fact that their tonnage usually goes to the far west and they are unable to secure the proper equipment for that business.

Domestic coal in Memphis has advanced in the past sixty days from \$2.75 for ten barrels to \$4 cart load coal. The section west of Memphis, which depends on Arkansas coal for its supply, is entirely out of coal and is calling on this territory for Alabama and Kentucky coal. There has been a good deal of coal on the river.

# The Ohio Coal Trade.

CLEVELAND, OHIO, Dec. 12.—(*Special Correspondence*).—Insurance on hulls expired at noon today and it is understood that no extension of time will be made, as has been done some seasons in the past. The weather for several weeks has been uncertain, and the risk for a few days more would be greater than many of the companies would care to take. But shippers say that vessels will be loaded all this week, without insurance, as many of the large contracts are still short and they are anxious to deliver as much as they can on them. Whether any of the boats will be able to reach the head of the lakes is a question, but Lake Michigan ports may be accessible for some days yet. The Soo will probably be kept open by ice boats for the remainder of the week.

Wild rates have advanced quite a little within the last two weeks. After having been steady at fifty cents all through the season, they were advanced to seventy-five cents to the head of the lakes a few days ago and several boats are being loaded for Milwaukee and other points this week at \$1. These figures are not at all unusual and if the car supply had been anything like sufficient, the advance would have shown itself quite a little earlier than it did. In fact, this is usually the case. But with mines operating about half time or less, vessels the greater part of the season had difficulty in getting cargoes and there were no grounds upon which an advance could be made. Many of the shippers contracted their tonnage at the beginning of the season and contract boats thus took up a great deal of the business. On the whole it is doubtful whether the season has been entirely satisfactory to the vessel men as far as the coal trade is concerned.

Local steam trade is in good condition so far as prices are concerned, but for some time the supply has been so short as to cause apprehension among both the consumers and the producers. Cars were a little more plentiful the past week and some relief was felt among buyers, but at the same time there is practically no surplus. It may be that the

close of navigation will leave a few cars on track that may be switched to the local trade, but shippers state that the prospect of any large amount is very slim. In years past, the close of the lake season usually left a large amount of fuel to be disposed of and a slump in prices followed, but conditions are different this year, and it is believed that almost all the coal that is shipped here will be loaded. The stringent railroad rules will also cut some figure in the matter, as any transfer from lake shipments will necessitate an additional expense.

Little change has been noted in the retail trade for some weeks. So far the dealers have managed to get through, although some of them complain of scarcity in anthracite and some grades of soft coal. Small dealers have in some cases been compelled to depend upon the larger ones for various kinds of coal, but within the last week shipments have been coming in a little more freely and they are now in better shape. There has been but little cold weather, yet the demand for coal has perhaps exceeded any other year in the history of the state.

The interstate commerce commission, which was authorized by the Tillman-Gillespie resolution to investigate the relations of railroads with the business of transportation, mining and handling coal, will soon prepare its report for submission to the present session of congress.

Commissioner E. E. Clark, who for the last few weeks has been investigating the methods of the Rio Grande Western or Gould lines in Colorado has returned to Washington to aid the commission in preparing its report to congress. Chairman Knapp said there was no friction between the commission and the interior department and added: "If any criticism or disapproval has come from that source it has been confined to subordinates who spoke without the sanction of the head of the department."

## PERSONAL NOTES.

The Galloway Coal Co. is furnishing a hearth broom complimentary to each of their retail customers just now.

Brantner and Leamen have organized a new retail coal firm at Chattanooga. Their yards are located near Market and William streets.

The National Coal & Coke Co., of Bates, Scott county, Arkansas, has been incorporated with a capital stock of three hundred thousand dollars, of which fifteen thousand dollars has been subscribed. The incorporators are: J. G. Wamack, M. R. Lively and P. E. Ford, of Webb City, Mo.; and C. Remington and M. B. Davidson, of Bates, Ark.

An extensive deal in coal properties has been consummated by O. M. Bowling, of the H. B. Bowling Coal Co., at Oliver Springs, Tenn., in the purchase of the Little Brushy Mountain Coal Co.'s properties. These mines and coal lands are situated on the Harriman Northeastern railroad, about three or four miles south of Petros. This is considered valuable coal property and is extensively developed. The consideration was \$30,000.

A new coal company to develop coal lands in the Chattanooga district has been organized. This is the High Carbon Coal Co. The promoters of the organization are: Judge James K. Hines, of Atlanta, president; E. M. Jones, of Chattanooga, vice-president and general manager, and R. E. Watson, of Atlanta, secretary. The company will develop some properties in Dade county, Georgia, near Whiteside, Tenn., on the N. C. & St. L. railroad. The principal office of the company will be in Atlanta. A branch office will be located in the News building, Chattanooga with Mr. Jones in charge.

## The Miner-Doctors.

Accidents have always been a serious factor in coal mining. Millions have been spent in safeguarding workers in the anthracite mines of Pennsylvania. And now a new force has been added to the army of men employed to detect and ward off the approach of menace from gas, flood and falling earth, stone and coal.

The latest step taken to protect the miner is the establishment of "First Aid to the Injured Corps" by many of the anthracite operators. Formerly an injured man had to be carried awkwardly through the subterranean passages, hoisted to the surface and conveyed to a distance before he could get any relief. Now the miner's hurts are first relieved on the spot and even broken limbs can be set and bandaged by the trained "miner doctors" always at hand.

## Instructed by Experts.

The First Aid Corps of the Philadelphia & Reading Coal & Iron Co., at its collieries near Pottsville, has attained unusual proficiency. From five to fifteen young miners from every colliery of the company make up the corps. They are instructed by Dr. George H. Halberstadt of Pottsville, employed by the company to take charge of this welfare work.

As a result of his instruction the members of the corps can set and put splints on broken limbs, help to induce artificial respiration in cases of suffocation, stop quickly a dangerous flow of blood, dress burns and bandage wounds with a near approach to the skill of an experienced physician. They are taught how to carry an injured miner along the steep gangways and over the obstructions in the mines, to the shaft. If the heavy litter of the army style, with which they are supplied, is not available, the members of the corps know how to make one from blankets or clothing. After the injured man is placed in the cage and lifted to the surface he is put in an ambulance which the company maintains at all of its collieries and is taken to his home or the hospital.

## No Stops for "Refreshments."

One of the most imperative instructions is that the First Aid man, who always accompanies the miner in the ambulance, must see to it that the driver never stops on the way to the hospital. Before the advent of the First Aid Corps the driver generally stopped to water his mules before a saloon or hotel, which was frequently a reminder that he as well as the mules needed refreshment. While he was obtaining it the injured man had to lie neglected. Frequently whisky would be given to him also, in such quantities that after a long and injurious delay he would reach the hospital with his mine injuries complicated by another trouble.

The watchfulness of the corps man now prevents all this. To avoid the danger of mistakes the corps is forbidden to give any medicine and no stimulant may be administered save hot black coffee—never whisky. As soon as the injured man is taken home the responsibility of the First Aid Corps ceases.

To test the understanding of this important rule, Dr. Halberstadt, at a recent lecture asked one of the corps: "Suppose a man is burned in the mines and you dress his injuries and accompany him home. What method of treatment would you adopt when you visit him the next day?" "I would not treat him the next day," was the quick reply, "because I would be liable to arrest for practicing medicine without a license."

This shows that the First Aiders have learned the ethics of their profession as well as manual skill in it. They only act when some member of the regular medical staffs is not quickly available.

In a special report made direct to President Roosevelt the interstate commerce commission has recommended a permanent withdrawal of all public coal lands from entry, with a view to the ultimate development under the control and direction of the United States government. This recommendation is one of the results of the investigation the commission has been making into the fraudulent methods by which the public domain has been pilfered of valuable lands for the last quarter of a century.





## Western General and Personal Notes.

William E. Besancon, popular coal man of Detroit, Mich., was calling on the Chicago trade this week.

P. F. Murphy, president of the Capital Coal Co., Springfield, Ill., made a business trip to Chicago this week.

Venable Johnson, assistant general manager of the Kanawha Fuel Co., Milwaukee, Wis., spent a few days in Chicago this week.

W. M. Puckett, general manager of the Kanawha Fuel Co., Charleston, W. Va., was in Chicago this week in the interest of the firm.

The number of directors of the Benton District Coal Co. have been increased from five to seven. The mines of this company are located at Benton, Ill., with general offices at Chicago.

Chas. L. Hissong, manager of the Crystal Coal Co.'s mines at Tilden, Ill., for the past seven years, has been appointed mine manager for the O'Gara Coal Co., and will make his headquarters at Coulterville, Ill.

John T. Connery, who was recently injured in an elevator accident at the Union League club, is reported to be improving rapidly. He has the best wishes of his many friends in the coal industry for his speedy recovery.

H. M. Ferguson, general manager of the Clinton Coal Co., Clinton, Ind., was in Chicago Tuesday and Wednesday of this week on business. Mr. Ferguson reports that the car situation is somewhat easier in Indiana this week than last.

C. A. Eastman, sales agent of the Susquehanna Coal Co., Old Colony building, Chicago, left this city last week for an eastern trip. Before returning to Chicago he will visit Buffalo, New York, Philadelphia and other eastern points in the interest of the company.

Hunter W. Finch, president of Hunter W. Finch & Co., Fisher building, Chicago, is making a business trip through the east this week with the special object of securing the company's proportion of cars to take care of urgent orders. Mr. Finch will visit Pittsburg and Cincinnati before his return to Chicago.

Wm. H. Greenwood, president and treasurer of the Greenwood, Davis Coal Co., Du Quoin, Ill., was in Chicago this week on business. He states that the southern market is taking a large portion of the Du Quoin product and that the car situation is very acute in southern Illinois with little hope of improvement.

George Bagwell, Murphysboro, Ill., has resigned his position as a state board member for the Illinois miners' union and has accepted a position as superintendent of the New Virginia Coal Co., which operates one of the largest mines in Williamson county. Mr. Bagwell has been an official in the miners' union for seven years.

The receiver of the McLeish Coal Mining Co., Columbus, Ohio, has informed the "common" creditors that the property has been sold, but he did not realize enough from the sale to pay the preferred claims in full. Therefore there is nothing for distribution to the "common" creditors. This is another place where the "common people" get the worst of it.

The West Kentucky Coal Co., is preparing to spend a million dollars improving its property at Sturgis and Wheatcroft, Ky. A contract has been closed for a tippie which will cost \$200,000.

President J. T. Gardner and other officials and stockholders of the company, all of New York city, spent several days at Sturgis looking over the proposed site of the mine which will be in charge of C. J. Bucher.

There will be a washery of large capacity erected at Galesburg, Ill., to wash coal which will come principally from the Fulton county field. The washery will be of the latest design and equipped with the very best machinery, the object being to secure results which will make it equal to any washery in the state. The Cline & Shaw Fuel Co., of Galesburg will be the selling agents for the product from this plant.

In the past six weeks the Spring Valley Coal Co. has shipped five solid train loads of coal to the Consolidated Fuel Co. of Fremont, Neb. The fifth train, containing thirty cars, was made up December seventh and left Spring Valley, Ill., at six o'clock Saturday morning, arriving at Fremont at two thirty-five Monday afternoon. The total weight of the coal contained in this thirty car train was 1,724 tons, being an average of fifty-seven and one-half tons to the car.

E. S. Howell, president of the Omaha Coal Exchange, Omaha, Neb., charged with seventy-nine other members with maintaining a trust in violation of the state law, has been convicted after the jury had deliberated for two days. The case will be appealed. This is the first trial under the indictment, which includes practically every coal firm in the city. The court has indicated the intention of trying each defendant separately, and the next case will be called Monday.

The annual meeting of the stockholders of the Kentucky Coal Mining Co., was held in the offices of the company at Dayton, Ohio, last week. President Charles A. Baker of the company delivered an interesting statement on the present condition of the company and its future prospects. Immediately after the meeting President Baker left with a party of prospective investors for the coal property of this company. The officers elected for the ensuing year are: Charles A. Baker, president and treasurer, Dayton, Ohio; James Stoops, vice-president, Waynesville, Ohio, and Nicholas Metz, secretary, Dayton, Ohio.

L. M. Hammond, president of the L. M. Hammond Coal Co., Chicago, is seventy-one years old this week. He has been in the coal business for the past twenty-one years. In looking over his varied and interesting experience in the industry he asserts that the most striking characteristic which is forced upon his attention in comparing the business now with years ago is the notable difference in the length and severity of the winters. He believes that years ago the excessive and continuous cold weather created a demand for a supply of coal much greater than at present. Years ago before the Illinois and Indiana coals became so plentiful Hocking was practically the only soft domestic coal available. Mr. Hammond thinks that at least two hundred per cent more of the Hocking product was sold in former years in this market than now. At the present time Mr. Hammond gives most of his attention to the sale of cannel coal and asserts that the demand was never greater than this season.

Victor J. Venne, salesman in Iowa and southern Minnesota for the Hostler Coal & Coke Co., 355 Dearborn street, Chicago, had the peculiar experience last week of reading his own death notice. In fact, one of the local coal papers still insists that he has passed on to the

other world. All the Chicago papers of December seventh printed a dispatch from New Hampton, Iowa, which stated that Victor J. Venne had been burned to death in a fire that destroyed the Lund hotel of that town. It seems some anxious acquaintance identified one of the bodies as that of Mr. Venne which accounted for the dispatch in the Chicago papers. Mr. Venne left the hotel a few hours before the fire started and was located at Mankato, Minnesota, the next day.

Fire Chief Clancey of Milwaukee has suggested the passing of an ordinance limiting the piles of coal in Milwaukee yards to thirty feet in height. Most of the dock companies in that city are now piling coal fifty and seventy-five feet high. Chief Clancey says that the measure would materially decrease the number of coal fires from which the companies suffer at short intervals during the winter. He states that from thirty to fifty days every winter one fire boat and a score of men are kept busy fighting the flames in huge piles of coal. The wages of the men, the coal consumed by the boat as well as by the fire, makes such fires very expensive. One fireboat and twenty-one firemen has been working for fifteen days on a fire in the stock piles of the Standard Coal Co., which may not be extinguished for another fortnight.

William Moody has sunk a new shaft at South Carrollton, Ky., and reports that the opening up of his mine has been greatly retarded by a heavy inflow of water. The pumps choke up on white sand which make it difficult to keep them in operation. This shaft is exceedingly large, being sixteen by eight feet in the clear and is down to a depth of 221 feet with seventy-one feet still to go before reaching the number nine vein. Mr. Moody states that he is operating in a practically new field with the dip of the coal north. He has passed through the number thirteen, twelve, eleven and ten coal, all in position and so far has seen no signs of any faults or disturbances. The contract for machinery and equipment has not yet been awarded but no time will be lost in opening up the property.

In the federal court at Milwaukee, Wis., last week, Judge J. B. Quarles directed a verdict for the plaintiff in the case of the Chesapeake & Ohio Coal & Coke Co., of Cincinnati, against the Milwaukee Bituminous Coal Co., and August F. John for \$7,556.09. The action was one brought on notes of the Milwaukee Bituminous Coal Co., indorsed by Mr. John, for the delivery of coal under contract, guaranteed by Mr. John. He and the company claimed damages for an alleged breach of contract in the failure to deliver the coal as agreed. Mr. John also declared that the actions of the plaintiff released him from the guarantee. Judge Quarles, in his direction of the verdict allowed the full amount of the claim and held that the interpretation of the contract as claimed and acted upon by the plaintiff was correct, that the plaintiff had fulfilled the contract properly and that Mr. John had in no way been released from his obligation. The transaction took place last winter and the entire matter rested upon the manner of delivery. This decision of Judge Quarles is welcomed by every responsible coal company and in a measure will be the means of preventing coal companies from entering into contracts unless they intend to live up to them to the letter. The contract for the purchase and delivery of a number of tons of coal should be just as binding to both the purchaser and seller as a contract for any other commodity, and a few verdicts like that rendered in the federal court at Milwaukee is just what is necessary to bring about this state of affairs.





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It is alleged also that novel methods were used in keeping other companies from developing adjacent properties. When the American Condensed Oil Co. started to improve mineral lands under the federal laws it is alleged that a trench was dug and filled with dynamite, which, when exploded tore such a hole in the ground that it made approach to the property impossible. One company it is claimed, has \$240,000 invested in oil lands but, owing to the excessive freight rate imposed by the railroad, the company is not in a position to transport the oil to a refinery. These are some of the methods used by the hoodlums which are enough to insult the public conscience. It is gratifying to note that the government is bringing suits against the offending companies for the purpose of recovering the many thousands of acres of land which have been unjustly acquired. Owing to the statute of limitation, however, the government can not go back beyond a period of six years but the frauds which have taken place during this interim are so stupendous as to nearly stagger the imagination. It is claimed that these crimes have been perpetrated in Colorado, Utah, Wyoming, New Mexico, Oregon and possibly other states. Not only coal lands have been taken but it is charged that one company has acquired illegally over 120,000,000 feet of lumber in the state of Colorado alone. Much interest is being manifested in the retroactive feature of the President's order to withdraw the coal lands. Of course, a large number of filings have been made by people in good faith and the order will tend to eliminate individual operations. All of the coal lands of Alaska were withdrawn in one order although the law permitting the development of the mines had been in operation only a few months. This will greatly tend to mitigate the development of that country where there are great copper fields depending upon coal for their working.

It is gratifying to note that the grip of the government is slowly but surely tightening upon those organized gangs which have for years, it is alleged been conniving with the Interior Department to rob the country of valuable timber and coal lands. The various members of these gangs should be punished, no matter whether they are plain citizens or officials high up in authority. Fines are not sufficient. Imprisonment is the only punishment which will bring about the complete elimination of these frauds. It is simply a business proposition with some individuals to pay a thousand dollar fine for the stealing of a property worth half a million. The government coal and timber lands belong to all citizens alike. If the heirs of an estate with less conscience than strategy should connive to beat the other heirs out of a large percentage of their property public opinion would treat the action as an unpardonable crime. In this case the coal and timber lands belong to the citizens of the United States. A certain gang has no more right to acquire these properties illegally and dishonestly than they would if they belonged to their brothers and sisters. It is hoped that the Interior Department will give all the looters their just desserts. Some have already been convicted.

**Committee Without a Backbone.**

All animals have been classified as vertebrates or invertebrates. Those animals which have a spinal column are endowed with the higher mental faculties. The backbone acts as a kind of general manager of the body giving the mind, the president of the concern, time for more important matters. We often hear of the man who has backbone meaning that he has courage, like the Spartan of old, to stand up for justice, honor and the rights of all concerned. On the other hand we hear of certain specimens of humanity who lack curvature of the vertebrae and are deceitful and at times not absolutely reliable. There are examples of these types in every organized body. The first class are the leaders, the second class the followers, because they really have no mind of their own. In some way, the officials of the Iowa Mine Workers' union appointed a committee belonging to this second class, to make a final decision in the Mystic case, which already had been arbitrated. It seems that when the Iowa mine operators demanded that the decision of the arbitrators in this case be accepted by the union a committee of three miners and three operators was appointed to make a final adjustment.

The committee met, fully discussed the matter pro and con, and the committee of miners agreed to report to their honorable president that they would recommend that the arbitrators' decision be effective. It is claimed that when they returned to report, their backbone turned to gristle and that they did not possess courage enough to stand up for the agreement. As a result the mine operators, at their last meeting gave the miners ninety-six hours to accept a decision. Unionism has accomplished many excellent things for the elevation of the universal brotherhood of man and it is to be regretted that conditions of this kind should exist. The union should consider an agreement breaker in the same category as a strike breaker and compel this committee to do its work honorably and in accordance with rational judgment.

**The Coal Land Grafters.**

The eyes of the coal world are again directed westward on account of the continued investigation of the Interstate Commerce Commission relative to the coal land scandal. The aim of the last hearing was to show that the Union Pacific railroad, the Union Pacific Coal Co., and the Superior Coal Co., which represents the Harriman interests and the Denver & Rio Grande railroad, Rio Grande & Western railroad, the Colorado Fuel & Iron Co., the Utah Fuel Co., and the Pleasant Valley Coal Co., which represents the Gould interests are combined for the purpose of establishing a monopoly of the coal business in the far west; that they obtained coal lands by fraud and conspiracy and that they are attempting to prevent independent companies from mining coal which would relieve the present coal shortage. It is claimed that this graft has been going on some time. H. A. Smith, of Denver, more than three years ago it is alleged, procured data showing that the Union Pacific railroad was illegally gaining control of millions of dollars worth of valuable coal lands.

The attention of the Interior Department was called to these operations and an investigation was immediately promised; but Special Inspector Myndoff soon after he had made his report was transferred. The only other hearing which took place was the Star Chamber conference at which only Union Pacific officials and their witnesses were admitted. The methods used in looting the land are various and will form an interesting page in the history of criminal commerce. Various persons were asked if they had exercised their rights under the land laws. If not, they were induced to make a declaration and afterward sell their claim to the fuel company which would make a cash entry. In some cases the coal lands sold by the government ranged from ten to twenty dollars per acre, according to the location. This was too much money for the corporations to tie up in unimproved property. Accordingly they were successful in inducing the state land board to enter the coal lands as agricultural lands which were easily turned over to the corporations despite the protests of agents.



# The New Port Arthur Coal Dock

The first sight of Port Arthur fills the visitor with wonder and amazement. The quiet solidity of years has given place to the hurry and bustle incident to a great lake port. The easy-going, gossip methods of its citizens of the past has been changed and now men talk to the point and use their time as if moments are valuable, and life too short for sentiment or cultured salutations.

The immense coal handling plant and docks is regarded as the most finished and modern of its kind.

## Five Million Invested.

The investment of the Canadian Northern Railway Co. and kindred interests in the town is now close on five millions of dollars. This is principally represented outside railway yards in

south end of the town of Port Arthur, and a short distance south of the large grain elevators of the Canadian Northern Railway. They extend out into Thunder Bay a distance of about 3,000 feet from the shore and have a width at present of 616 feet! an additional width of 636 feet is also reserved on the north side for future extension of the plant.

The railway tracks and coal pockets are placed in the center of the docks and at right angles to the shore and dock front. On the north side of the tracks and pockets the land which has been made by train filling and by dredges, is used for the storage of soft coal and has a capacity at present of about 250,000 tons. This part of the dock is spanned by a traveling bridge (mounted on wheels) of 262½ feet span, with cantilever extension over pockets of about 15 feet. On the

grab bucket, which discharges into a hopper, and which automatically discharges its load into a system of cable cars, passing under the towers on top of the trestle. Each tower is guaranteed to operate the two ton grab bucket at the rate of two or three trips per minute. The cable road system extends from and along the tower trestle to and over the coal pockets and across the railway tracks into and across the movable bridge over storage area and through the hard coal shed and return to the tower trestle. There is also a secondary cable system along the pockets for distributing coal from the pick-up on the movable bridge into the coal pockets.

The cable cars, of which there are sixty-five in all, with a capacity of four tons each, receive the coal from the towers when passing under them, and discharge their load automatically at any



## THE REMEDY—A RECIPROCAL DEMURRAGE LAW.

the immense coal docks, the elevators and smelter. The smelter is rapidly nearing completion and early in the year will be in operation. The town assisted this enterprise to the extent of taking \$240,000 worth of stock, and all residents are looking forward to its operation with greatest interest. It stands to the west of the other enterprises, close to the power house, and already presents an imposing appearance. The immense cupola is almost completed; back of this are the three roasters, and the steel storage house for pig iron. To the east a large force of men are building twenty coke ovens where coal will be coked in readiness for the iron ore. At Atikokan a great quantity of ore is awaiting shipment.

## The New Coal and Ore Dock.

The new coal and ore docks are situated at the

south side of the railway tracks the land has not yet been made except at the west end where the hard coal shed, scales and offices are situated.

At the dock front there is a timber trestle 450 feet in length and thirty-four feet high above the dock, on which the three movable steel towers, also mounted on wheels, travel, to bring them opposite the hatches of the boats. At the north end of the dock front the power house and repair shops are situated.

## The Plant.

The coal handling plant, which is installed by the Mead Morrison Manufacturing Co., of Chicago, comprises three one man two ton steel hoisting towers, mounted on wheels and running along a trestle on the dock, supplied with steam from the power house for operating a two ton

point into the pockets along the bridge, or into the hard coal shed in passing over the same at any desired point. The cable system is operated by an electric motor.

## The Steel Bridge.

The movable steel bridge runs on a trackway at the ground level, and is provided with "pick-up" drag bucket of two tons capacity operated by a 150 horse power electric motor for picking up coal from storage ground and discharging into the secondary cable car system, which also discharges into the coal pockets. The bridge is propelled along the track by means of worm and bevel gearing at a speed of fifty feet per minute.

The capacity of the cable roads is 427 tons per hour, which by the addition of cars may be increased if required.

The rate at which vessels can be unloaded de-



depends upon the class of vessel and is about 2,000 to 2,500 tons per day. The steamer R. W. England, with 5,779 tons coal, was unloaded in twenty-six hours and the J. P. Walsh with 8,592 tons in thirty-eight hours.

The coal pockets are 1,008 feet in length and have a capacity of 7,000 tons. The capacity of the storage area north of pockets at present is about 250,000 tons, and the capacity of the hard coal shed will be about 20,000 tons.

The entire plant when completed will have a capacity of about one million tons. The plant is equipped with an electrically driven Ottumwa box car loader of 1,500 tons capacity in a day of ten hours or about fifty cars per day.

The power house is fitted with three boilers supplied by the Canada Foundry Co., the engine by the Robb Engineering Co. and the generator by the Canadian Westinghouse Co. The main cable road, the cable of which is about 5,000 feet in length, is operated by a seventy horse power electric motor connected by belts to cable drive.

The plant is also provided with pockets at the dock front of 900 tons capacity for delivering coal to the Atikokan Iron Co.'s smelter, which is being built on the south side of the coal docks.

The hard coal shed (under construction) is being equipped by the Howe Scale Co., of Illinois, with elevator, run around pocket conveyor, Harrison longitudinal and cross conveyors, quadruple jacket revolving screen, and nigger head car puller, each provided with a suitable electric motor for operating the same, and the cable car equipment is being supplied by the Mead Morrison Manufacturing Co. The scales, of which there are three, are supplied by the Gurney Scale Co.

The contractors for the wood work are the Barnett-McQueen Co. The filling at the east end is being done by the Great Lakes Dredging Co., of Port Arthur, and the train filling by the Canadian Northern Railway Co.

The work was begun August first of last year and the first steamer to arrive at the dock was the Turret Court on April eighteenth of this year.

#### The Constructing Engineer.

The laying out and the building of nearly all of these immense enterprises was planned and carried out successfully by Mr. R. M. Pratt, who had years of experience on Canadian Pacific railway construction in the early days and during the building of the Crow's Nest line. Four and a half years ago Mr. Pratt started to work. Low lying lands were filled in, piles were driven and solid foundations made on which rest the heavy structures. Railway roadbeds were laid in the water and spur lines run out from the main line. The entire district to the west of the town along the lake front is a monument to his ingenuity.

#### Looking Over the Harbor.

Before leaving this prettiest of lake ports we ascended the hill to get a better view of the harbor that stretches to the immense breakwater and beyond to the "sleeping giant," famous in Indian legend. The past history of Port Arthur consists mainly of dreams that are at last coming true; the present can only be realized by a visit, but what of the future. The Canadian Northern sees no end to the possibilities here and those interested in shipping and acquainted with its demands, realizing the immensity of the fertile prairie lands to the west tributary to this port, tell us that no city on the great lakes has yet reached the height that will some day be Port Arthur's proud boast to occupy.

One is almost tempted to lose sight of the practical when viewing the natural beauties of the place. But to the practical men always turn in this town and tell me that to realize her future one must forget all that has been heard of the port up to three years ago. They tell us the end of the steel trail is not here, where the cold current of Superior breaks on its rugged shore, but that all climes and lands will yet pay tribute to her greatness.

A new coal yard is being erected at Trinidad, Colo., by E. Garcia, who is to have the agency for the Rocky Mountain Fuel Co.

### A Leader in Association Work.

John P. Reese, commissioner and secretary of the Iowa Coal Operators' Association, possesses those sterling qualities of citizenship, endurance and personality which have enabled him to command a position of highest esteem among the members of the coal industry. At the annual meeting held this week, the Iowa Coal Operators' Association showed their appreciation of the efficiency of Mr. Reese's work by unanimously electing him again as their commissioner and secretary and increasing his salary one thousand dollars per year.

Mr. Reese will be thirty years of age on the fourteenth day of next month.

He has just completed his fourth year as commissioner and second year as secretary of the Iowa Coal Operators' Association. He was paid two thousand dollars for his first year's service, twenty-five hundred dollars for the second, and three thousand dollars for the past two years. Just prior to accepting the commissionership he was an unsuccessful candidate for congress in the Sixth district of Iowa. At the time he was nominated for congress he was serving his third year as president of the Iowa Miners' Organization, a position he resigned to make the race for con-



JOHN P. REESE.

gress. He was also vice-president of the Iowa miners for one year, and was a member of the National Executive Board of the United Mine Workers for one year, being elected to that office at the age of twenty-two. For a few years preceding his advent into the Miners' Union he was employed by the Wapello Coal Co., at Hite-man, Iowa, in the capacities of coal miner, mule driver and inside adult laborer. He is a married man, being blessed with a wife and two children, a girl of seven and a boy of five. He was born in a mining camp in Trumbull county, Ohio, went to work in the coal mines in the Hocking Valley when nine years and six months old. He has been working constantly ever since. His father was a Welsh coal miner, who emigrated to the state of Ohio. He died in 1883, which accounts for Mr. Reese's having to leave the public school for the coal mine at such an early age. His mother is still living and resides at Hite-man, Iowa, at the present time.

There is no fear for the present time that there will be a shortage in the coal supply at the head of the lakes this winter, as the product is coming in rapidly. The only trouble at this time is getting the coal away from the docks. There are sufficient cars, but it is claimed motive power can not be obtained.

### Correspondence.

CHICAGO, ILL., December 8, 1906

EDITOR THE BLACK DIAMOND,  
OLD COLONY BUILDING,  
CHICAGO, ILL.

Dear Sir:—

Referring to your issue of December first, in which your Indiana correspondent states that the Southern Indiana railroad is delivering more coal to the C. & E. I. railroad at Terre Haute than they can haul to Chicago:

I wish to state that this is clearly an error, as is evidenced by letter herewith enclosed from Mr. J. W. Walsh, vice-president, Southern Indiana railroad, in which he states that the business delivered by his road to the C. & E. I. railroad is moved as soon as offered, and the empty cars are returned very promptly.

This is in accordance with the facts in the matter, and I have to request that you publish this letter in your next issue in order to correct the false impression which your article has given, and very much oblige,

Yours very truly,

D. R. PATTERSON.

CHICAGO, ILL., December 3, 1906.

MR. E. J. KNICKERBOCKER, COAL TRAFFIC MGR.,  
CHICAGO & EASTERN ILLINOIS RAILROAD CO.,  
CHICAGO, ILL.

Referring to our conversation this morning about article published in the last issue of THE BLACK DIAMOND. The statement that the C. & E. I. is not handling coal from the Southern Indiana railway is absolutely unfounded. The business delivered to your company is moved as soon as offered and the empty cars are returned very promptly. I would be glad if you would have THE BLACK DIAMOND publish this letter so as to correct the false impression which their article has given.

Yours truly,

J. W. WALSH,  
Vice-President.

### Illinois Operators Meet at Springfield.

The annual meeting of the Illinois Coal Operators' Association will be held at room 525, Odd Fellows' building, Springfield, Ill., Tuesday, December eighteenth, at 10:30 a. m. All members are urged to attend this meeting, as a number of important matters will be disposed of. The annual election of officers will be held and the members of the executive committee selected by the several districts will be confirmed.

The uniform bill of lading committee, composed of Chicago representatives of both railway and shipping interests, reached an agreement this week as to the form of bill of lading which will be used in future. The members will report the results of their work to the various organizations by which they were appointed for their approval. The new bill, as outlined, will conform to the new rate law. It will provide that the initial carrier shall be responsible to the shipper for all damage to goods, no matter where it may occur, and no extra charge will be imposed where the carrier assumes its full common law liability. Members of the committee state that the new law probably yet will be put to test in the courts.

According to a bulletin just issued by the United States geological survey there are more counties in Illinois in which coal is produced than in any other state in the United States. The production in 1905 was drawn from fifty-one counties. Nearly three-fourths of the entire state is underlain by productive coal measures, the total area being estimated at 42,900 square miles.

The supply of natural gas in the Indiana gas belt is rapidly growing less. The Central Fuel Co. closed a contract to furnish the city water and light plant at Rushville, Ind., with coal this week. The management of the gas company refused to renew their contract with the city, which has been burning gas for fuel for the past seven years.



# Iowa Coal Operators Hold Annual Meeting.

The annual meeting of the Iowa Coal Operators' Association was held in Des Moines, Iowa, December eleventh at the Savery hotel. There were about sixty operators present, a good attendance, and the spirit of the meeting was indicative of a constantly increasing interest in association work.

All of the present officers were re-elected with the exception of Vice-President T. J. Phillips, who refused a re-election and Mr. B. H. Johnston was unanimously elected vice-president. The officers of the association are as follows: President, H. L. Waterman; vice-president, B. H. Johnston; secretary, John P. Reese; treasurer, E. C. Smith; commissioner, John P. Reese. Executive Committee—First district, Alexander Dargavell, alternate, T. E. Lee; second district, B. C. Buxton, alternate Henry Phillips; third district, S. W. White, alternate W. A. Durfee; fourth district, E. C. Smith, alternate Josh Norwood; fifth district, Sam McClure, alternate H. H. Canfield.

A legislative committee was elected to look after the association's interests, consisting of E. C. Smith, B. C. Buxton, C. H. Morris and Alexander Dargavell.

The secretary's report showed that the association had in good standing 120 members, operating 166 mines, whose tonnage for 1905, which was the basis of assessment, amounted to 4,812,890 tons of screened lump coal.

The report also showed that the total expenses of the association for the year just closed had been \$4,819.79, with a balance on hand of \$2,834.16. The assessments during the year amounted to ten cents for each 100 tons of screened lump coal produced during the calendar year 1905.

The association instructed the president and secretary to notify the miners' district officials that if they did not accept the arbitrator's decision in the Mystic Machine Crew case on or before Saturday, December fifteenth, that an appeal would be taken to the national officers of the Miners' Union.

The association showed its appreciation of the labors of its commissioner John P. Reese by raising his salary from \$3,000 to \$4,000.

## Extracts from Report of the Commissioner.

DES MOINES, IOWA, Dec. 11, 1906.

TO THE OFFICERS AND MEMBERS OF THE IOWA COAL OPERATORS' ASSOCIATION:

GENTLEMEN:—

As your commissioner I feel that it is my duty to report to you something regarding the work of the year just closed. Each of you has been kept in reasonably close touch with the affairs of the association by circular letter, personal visits and correspondence. Hence, I deem it unnecessary to report in detail all of the occurrences of the past year, as a report dealing with all of the year's work in detail would be a much longer report than you would care to listen to, for the past year has without doubt been the most strenuous during the life of the association, and from a personal standpoint, more than strenuous.

## Joint Conference.

The first few months of the year were unusually strenuous as a result of the chaotic condition of the joint government. I do not wish to recall the details of this memorable struggle, which caused more or less strife in our association last spring; I simply refer to it for the purpose of pointing out that time has demonstrated the wisdom of the policy pursued by our association at that time, and for the additional purpose of congratulating the members of the association on their ability to pass through a crisis of that character without weakening or injuring their association, for notwithstanding the fact that the feeling ran very high and more or less personal feeling engendered as a result of that struggle, I am pleased to report that so far as I have been able to observe there has been no evil results, and I have every reason to believe that what personal feeling was developed was forgotten at the close of the joint conference.

The agreement made with the Mine Workers, and under which you have been operating your mines, is not all that could be hoped for in the way of an agreement, but if we were able to have it enforced at all times we would have something to be thankful for. Notwithstanding the improvements in the way of providing for discipline that this agreement contains, we are still bothered considerably with local shutdowns. While I realize that your association will have another annual meeting before it will be necessary to negotiate for another agreement, I still feel compelled to mention this question at this time. I do so for the reason that I feel that some way must be found to compel the miners to carry out all of the provisions of our agreements at all times. I haven't any particular remedy to suggest at this time, but I hope this meeting will discuss this question, and it may be possible that some way will be found whereby the local unions may be induced or compelled to observe contract provisions.

## Meetings of Mine Foremen.

I desire to state that the meetings of mine foremen and superintendents held in the different districts last spring, proved very successful. At least, such was the opinion of those who attended these meetings. These meetings were a school of instruction, and we found that a great many premiums were being paid and that deficient work was greatly overpaid in certain localities, more through a lack of knowledge than through any desire to violate the agreement. I believe that the association should hold meetings of this kind at least once per year, as I have no doubt that the better posted the mine foremen and the other representatives of the operator at the mine are regarding the agreement and decisions the better it will be for the operators. I would suggest, however, that if these meetings are held in the future that they should be held one in each sub-district in preference to the system adopted this year. This would probably require the whole day, but it could be held when business is not overly rushing and I believe it would be a day well spent.

## Executive Committee.

There were no meetings of the Executive Committee held during the past year except the one held in this city immediately upon the adjournment of our last annual meeting. At this meeting the committee authorized the secretary to rent office room and furnish headquarters, and also authorized the levying of the first assessment. The second assessment was authorized by correspondence and was levied on August fifteenth.

## Arbitration.

Four cases of dispute were submitted to arbitration during the year. Two of these cases were decided against the commissioner's contention and they were accepted and the decisions carried out. The other two were decided in favor of the commissioner's contention, and while the miners' officials accepted one of these decisions, it is not certain whether the local union affected will accept it or not, while the other one was openly repudiated by the miners' state president. On November twenty-seventh President Waterman and myself appeared before the miners' State Executive Board and filed a bill of complaint, and appealed to said board to accept the arbitrator's decision, and also insisting on the better enforcement of the agreement in several localities. We were promised relief in a general way but the board requested that a special committee of three miners and three operators be appointed to decide what should be done regarding the arbitrator's decision which President White had refused to accept. We accepted this suggestion and appointed President Waterman, Board Members Dargavell and Smith on said committee. They met in Ottumwa on December fifth.

## Joint Movement and Miners' Officers.

You will no doubt be surprised to hear that I have lost considerable faith in the joint movement, for I have been a constant and enthusiastic advocate of the joint movement for so many years that I had every reason to believe that my faith in this institution would never be shaken, but I am free to confess that I have lost a great deal of my enthusiasm on this subject during the past year, and while I have not entirely lost faith in the institution, the experience of the past year has been such that I am willing to admit that I might be mistaken in the belief that the joint movement is the proper and permanent solution of the labor question. I still believe in the fundamental principles of the trade agreement, and I still harbor the hope that the necessary means will be found of perpetuating the institution, but if this much desired result is going to be achieved it is very evident that some means must be found to induce or compel the Mine Workers to carry out that part of the agreement that does not suit them, as religiously as they insist on the employer carrying out the parts of the agreement that does suit the miners, and if this cannot be accomplished, and I am free to confess that it has never yet been accomplished, then the joint movement should be annihilated. I am fully convinced that if the miners could be educated up to a point where they would realize that it was not an advantage to them to work only six hours when they have contracted to work eight; and to work only four days a week when they have contracted to work six; and where they would not consider it the ideal of unionism to close mines down when they ought to be operated; in other words, if they could be educated to a point where they would consider a contract breaker in the same category as a strike breaker, then the joint movement and trade agreement would be in reality what it now is in theory: a blessing to the human race. It is needless to say that all true friends of the miners and the laboring men in general hope that this result will be attained without the necessity of having history repeat itself by the miners carrying things to such an extent as to cause the present movement to go the way of its predecessors and have the coal industry return to the condition of ten years ago.

## Commissioners' Association.

You will remember that the commissioners of the various coal operators' associations of the United States formed themselves into an association last year. This association is still in existence, but as a result of the disruption of the joint movement at Indianapolis last spring, the association has not been very active for the past year. They held only one meeting during the year. This meeting was held at Chicago, on October second. It was decided that the association should be continued, and another meeting will be held in Indianapolis some time in January. I had hoped that this association would be the means of getting the bituminous coal operators of the United States formed into a national federation for the purpose of dealing with the Mine Workers in a more effective manner than they were able to do under the present arrangement, but inasmuch as the four-state movement has been disbanded and the present contracts do not expire until April first, 1908, I am satisfied that nothing will be accomplished between now and your annual meeting a year hence.

## Market and Freight Rates.

It has been suggested by some of our members that the coal operators of Iowa ought to have a separate organization or bureau in connection with the present association, for the purpose of boosting Iowa coal, especially in the Iowa market, and to take up the question of freight rates with the railroads. There is a general belief that Iowa coal is being unjustly discriminated against by the coal dealers, and in



some cases by the railroads in the matter of freight rates. I believe this question is well worth your serious attention at this meeting. I shall not discuss this matter in detail in this report but will have something to say when the matter is up for discussion. I desire to say in this connection, however, that I attended the annual meeting of the Iowa and Nebraska Coal Dealers' Association at Davenport on June fourteenth last, and I found that there was more or less feeling between the coal dealers and the coal shippers of Iowa. I did what little I could in

my address to that meeting to induce the dealers to give Iowa coal a square deal.

In conclusion permit me to thank each of you for the co-operation and support as well as the many favors that I have received at your hands during the past year. I am free to confess that at many times I have felt like quitting the strenuous life, and would have welcomed an honorable opportunity to hide from the pit committee.

Respectfully submitted,

JOHN P. REESE,  
Commissioner.

## Smoke and its Prevention.

By Dr. R. S. Moss.

The prevention of smoke in stationary plants is being agitated more every day; within the city limits this agitation also applies to railroad engines, tugboats, river steamers, etc. In Chicago at the present time scarcely a day passes without finding a list of persons fined for violation of the smoke ordinance. The average coal man pays little or no attention to this matter, yet it is one which should vitally interest him; the fact that fines are being paid every day is evidence enough that smoke prevention is considered possible even where so-called soft coal or if you wish, smoky coal, is the logical fuel.

### Laws of Combustion.

The prevention of smoke when using our western, or for that matter, any coal rich in volatile combustible depends upon well defined laws of combustion, and wherever those are carried out smoke is prevented. It would be well for consumers of coal to acquaint themselves with the laws of combustion; they would then be able to judge and accept only such device that would meet the laws of combustion; it would by this means eliminate a number of so-called smoke consuming devices now so persistently flaunted before the minds of coal consumers, most of whom are not capable of forming an intelligent opinion between the good and the bad, as so cleverly stated by Mr. Bement in a recent paper.

Let us examine the laws of combustion and state our facts as far as possible in such a simple everyday matter-of-fact language that anyone may understand. First, what is combustion? Simply the union of the combustible matter in the coal with the oxygen present in the atmosphere. Anyone knows that water will not burn; therefore the water or moisture as it is termed in the coal is not a part of the combustible matter. While this does not apply in perhaps the same manner to the ash, yet for simplicity ash is not combustible; therefore, the valuable ingredients in the coal is termed combustible. This combustible is composed of volatile matter, which, as its name implies, may be distilled from the coal when subjected to heat in a closed retort, forming solid, liquid and gaseous products, but when in contact with the air those bodies composed for the most part of carbon and hydrogen may burn to invisible gases or may pass off mixed with air in the form of smoke. The evidence remaining after the volatile matter passes off is the coke, a mixture of carbon which is combustible, plus the useless substance ash, which not only is not combustible, that is, will not burn, but in proportion to its amount acts as a deterrent to combustion, and makes it more difficult to burn the whole of the carbon in the coke in proportion to the greater the amount of ash the coke contains. One can readily understand that it will under ordinary conditions be far more difficult to burn with equal efficiency a coal having sixteen per cent ash as against eight per cent ash, other things as to size of coal and furnace conditions the same. Sixteen per cent ash in the coal with thirty-four per cent volatile matter means considerably more in the smoke.

### Importance of Air.

Now it is understood that air is just as important to proper and complete combustion as is the coal. One must supply a proper amount of air and in as finely divided condition as possible; that is, sift the air, as it were, over all the space where volatile matter or combustion is taking place for

it is absolutely essential that each particle of volatile combustible must have its corresponding amount of air if we desire to get smokeless combustion, also the air and gas or volatile combustible after having become thoroughly mixed must be at the right temperature or they will not unite with one another; this temperature must not be less than 600° F. Having obtained such conditions it will be found that clean smokeless combustion will take place, if any particle of volatile combustible is not supplied with air, then it will pass up the stack in the form of smoke, hence no matter how hot the volatile combustible gases may be, smoke will be produced unless thoroughly mixed with air. It is this combination of causes that produces the dense black smoke so often seen emanating from our chimney stacks. It needs intelligence and proper installation of those reliable stokers to entirely prevent smoke. It is absolutely impossible to do so by means of hand firing, because it is too intermittent and the air and coal can never be proportioned to the required amount. Then again whenever the furnace door is opened large volumes of cold air pass through the furnace, cooling the gases below the point of ignition or burning point, besides the cooling effect of the raw coal thrown on top of a mass of incandescent fuel which does nothing more than distill the volatile matter at a temperature so low that it will not burn, no matter how thoroughly it may be mixed with air. This is probably the cause producing dense black smoke in nine cases out of ten.

What can we do to prevent this? Let us see. Suppose that instead of throwing the coal on the top of the fire, it was put in below and gradually forced up to the mass of hot coke. Would not the heat radiating downward raise the temperature of the raw coal to the point at which it would give off its volatile matter or smoke? Then, suppose this smoke was obliged to pass up through the mass of hot coke. Would it not become heated sufficiently so that it would unite or burn when properly mixed with air? and suppose air was heated and in a finely divided stream was passed into this volatile combustible matter at every point where the volatile matter was being given off, would not this make a mixture that would burn very rapidly? Then suppose the air supply was automatically regulated after once being set to give just the proper amount of air for complete combustion, does it not follow as a matter of ordinary common sense that such principles when properly carried out would entirely prevent smoke? Not only that, but would give more heat per pound of coal than when smoke is produced; thus an economy as well as the total elimination of smoke.

Then, further, suppose that, while the air is properly regulated in proportion to the amount of coal consumed, it was still automatically arranged to feed the coal and supply the air only in accordance with the demand for steam, it would seem that such a system is well nigh perfect, and offers a solution in a practical manner to the elimination of smoke and economy in fuel while burning smoky coal.

I would suggest that all parties interested inquire into the merits of this scientific and approved system; they will find how easily one can prevent smoke by the application of the principles herein set forth, and yet burn the most volatile or smoky coal; that this is proven can readily be verified by a personal visit to any one of the numerous plants where this system is in successful operation.

## Baltimore Shipping Trade.

BALTIMORE, Md., Dec. 12.—(*Special Correspondence.*)—The situation here during the past week has not undergone any material change. Prices have stiffened somewhat, especially one some of the lesser grades of coal. Pennsylvania steam coals have sold up as high as \$1.50 in several instances. The best grade fuels are steady at from \$1.75@2. These prices are quoted for the general market, for there are numbers of rather unusual cases where the immediate necessity for fuel is dictating prices beyond.

There is little or no spot bituminous, and little promise of an early improvement. The car situation could hardly be worse, and the trade here has practically been given up any hope of amelioration to a considerable degree.

A round of shippers' offices here brought forth the same story. All were getting through occasional consignments, but nothing like the amount desired. All had the same reports from the mines of shortened production as a result of inability to get cars. All were satisfied with prices they are now obtaining for fuel, but dissatisfied with the amount that is coming through. Not a few mines wired to handlers of their product here that they had not mined a ton on certain days of last week.

While a considerable amount of coal is being gotten off over the piers here, the tidewater movement has been affected to a considerable extent. There is no doubt but that the shipments for December will show a falling off as compared with November and October. The railroads are undoubtedly bending every effort to get cars for shippers, but the strain is too great for them. Just what the result will be if heavy snows come frequently is hard to conjecture, but such conditions will certainly not mean an improvement.

So far there have been no tie-ups of outgoing shipping, but unless there is an improvement vessels will be held here. Not a few shippers are hustling to get coal to fill some bottoms that are expected shortly.

The Somerset Coal Co. has big plans for the further development of the Jenner field in the Quemahoning Creek territory. Two new mines are to be opened up, tipples are to be built, and an electric plant constructed to supply power to all of the mines of the company in the section.

## Foreign Freight Rates.

W. W. Battie & Co., Produce Exchange, New York, report as follows:

Although there are more steamers offering in this market than was the case a week ago, the majority of the boats offered will not entertain coal at anything like market rates, and are insisting upon time charters either for one or two trips, or for long periods, and there is a scarcity of tonnage that will entertain coal on rates.

Among the recent charters were the following: Steamer Parran, 1,245 tons register, Norfolk to Demerara at \$2.40; steamer Tancred (previously), 2,231 tons register, Norfolk to St. Lucia at \$2.10; steamer Aurora, 667 tons register, Philadelphia to Santiago at \$2.00 (in connection with homeward business); steamer Livingston, 621 tons register, Baltimore to Cardenas at \$2.00, and steamer Britanic, 1,456 tons register, Baltimore to Point a Pitre, Guadeloupe, at \$1.90, and it is rumored that a boat has been fixed for Curacao coal at \$1.60 and port charges.

We would quote freight rates by steamer as follows: \$1.50 to Havana or Matanzas; \$2.00 to Cardenas or Sagua; \$1.55@1.65 to Cienfuegos; \$1.65@1.75 to Daiquiri; \$1.75@1.80 to Santiago; \$1.70@1.75 to Colon; \$1.90@2.00 to Port of Spain, Trinidad; \$2.00 to St. Lucia; \$1.70 to St. Thomas; \$1.95@2.00 to Barbadoes; \$1.65@1.75 to Kingston; \$1.50@1.60 and p. c. to Curacao; \$1.90@2.00 to Guadeloupe; \$2.40 to Demerara; \$1.90@2.00 to Bermuda; \$1.60@1.65 to Vera Cruz; \$1.60@1.65 to Tampico; 17@18s to Buenos Ayres; 18@19s to Rosario; 17@18s to Rio; 18@19s to Santos; 12@13s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$5.00@5.25 and discharged to Manila; \$6.00 to Japanese ports.



# General Coal and Coke News.

## New Enterprises.

The Saltsman Coal & Supply Co., Erie Pa., has been incorporated with \$25,000 capital stock.

Articles of incorporation have been filed by the Mountain Lake Coal Co., Scranton, Pa., showing a capital stock of \$5,000.

The Consolidated Coal Co., Kittery, N. Y., has been incorporated by H. P. Knowlton and J. W. Hawes. The capital stock of the company is \$500,000.

The Montana Coal & Coke Co., Boston, Mass., is to be reorganized, and according to report the company will be incorporated in Maine with a capital stock of \$1,000,000 bonds.

The Cascade Coal & Coke Co., Spokane, Wash., has filed articles of incorporation showing a capital stock of \$50,000. The incorporators are Sam Wittenberg, W. R. Insley and J. R. Possen.

The Bannock Coal Co. has been incorporated at Akron, Ohio, with \$10,000 capital stock. The incorporators are A. H. Commings, Charles C. Benner, M. A. Parker, F. A. Barron and B. M. D. Welday.

Marcy, Buck & Riley Co. has been incorporated at Watertown, N. Y., to deal in coal, coke and other fuels, with a capital stock of \$100,000. The incorporators are Robert Buck, L. A. Macey, M. M. Buck and A. M. Taggart.

The Kentucky Midland Coal Co., Madison, Ky., has been incorporated with \$1,250,000 capital stock to purchase and develop coal and other mineral lands in that state. The company is incorporated by W. J. Cox, M. K. Gooden and G. B. Huyen.

## Eastern Notes.

The Mt. Pleasant, Pa., colliery of the Scranton Coal Co., which has been idle for more than a week on account of being flooded with water, has again resumed operations, all of the water being pumped out.

The Pryor Coal Co., organized and controlled by Greensburg (Pa.) capitalists, has purchased twelve hundred acres of coal land in Washington county. Preliminary work of developing this land has already been commenced.

The steel shaft and tippie at Richmondale, Pa., which was erected by William H. Richmond twenty years ago, are now being broken apart and will be sold as junk. The supply of coal at the colliery has been practically exhausted for the past two years.

An explosion of gas which recently occurred in the Baltimore mine of the Parish Coal Co., Wilkesbarre, Pa., is believed to have caused many deaths. A rescuing party has been sent into the workings and all the ambulances in the city are in readiness at the entrance to the mine.

The Lehigh Coal & Navigation Co. has begun a system of drainage at its collieries in the Panther Creek Valley, near Mauch Chunk, which when completed will cost in excess of \$700,000. As several tunnels and gangways have to be constructed it will undoubtedly be some time before the work is completed.

The case of John A. Weaver of Paint township, near Somerset, Pa., against the Berwind-White Coal Co. of Somerset has been settled for \$16,000. The plaintiff claimed that irreparable damage had been done to his farm of one hundred and sixty acres, which he alleged was caused by defective mining practiced by the defendant company.

John T. Robinson, Jasper Augustine and L. E. Lynn of Uniontown, Pa., have closed a deal with R. T. Cunningham of Fairmont, W. Va., whereby Cunningham purchases eight hundred acres of coal from the former at \$100 per acre. The coal is located near Clarksburg, W. Va., and is part of an extensive field of two thousand acres, nearly all of which is now owned by Mr. Cunningham.

## Southern Notes.

It is reported that four factories, three newspaper plants several foundries and various other concerns have been closed down at Mayfield, Ky., on account of the lack of coal for power.

The La Follette furnace near Clinton, Tenn., one of the largest furnaces in Tennessee, has suspended operations temporarily and as a result over five hundred men are thrown out of work.

C. E. Conway of Fairmont, W. Va., recently purchased the coal mines and property of the Wabash & Potomac Coal Co., near Blaine, W. Va., at public auction for sixteen thousand dollars.

The new building of the Tennessee Coal, Iron & Railway Co., opposite the Louisville & Nashville freight station at Ensley, Ala., has just been completed. The building is well constructed and lighted with thirty windows.

R. T. Cunningham has purchased from Jasper Augustine and others of Uniontown, Pa., eight hundred acres of coal land at Brown's Mills, W. Va., at one hundred dollars per acre. The land is located along the Wheeling Short Line railroad.

O. M. Bowling, a member of the H. B. Bowling Coal Co., Oliver Springs, Tenn., has purchased the properties of the Little Brushy Mountain Coal Co., situated near Petros, on the Harriman Northeastern railway. The consideration paid was \$30,000.

Suit has been brought in the United States court at Fort Smith, Ark., by the Union Savings & Trust Co., of Cincinnati, Ohio, against the Consolidated Anthracite Coal Co., of Johnson county, to foreclose a mortgage of \$150,000, alleged to be over due and unpaid.

Albert Gregory and associates of Annapolis, Md., have closed a deal for three thousand acres of Leslie county (Ky.) coal and timber lands, the price being \$31 per acre. Mr. Gregory also owns three other tracts in this county which aggregate about twenty thousand acres.

The Jung & Sons Coal Co., New Orleans, La., has filed an answer to the suit brought against it by the Monongahela Consolidated Coal & Coke Co., for the sinking of a barge loaded with coal last May. The respondent denies the quantity and value of the coal in the sunken barge.

The Tennessee Coal, Iron & Railroad Co. has let the contract for the erection of one hundred and sixty houses to be built at Potters, Reeders and Fossils, at a cost of \$80,000. The marvelous increase in the business of the company at its Red Mountain mines has also required a large increase in the working force.

On account of the shortage of cars throughout the southern states the Sloss-Sheffield Steel & Iron Co., Birmingham, Ala., reports over twenty-three thousand tons of iron belonging to customers as being stacked up in the yards of the company. The Tennessee Coal, Iron & Railroad Co. is also said to be behind in its deliveries.

Frank H. Crockard, general manager of the Tennessee Coal, Iron & Railroad Co., accompanied by several other officials of the same company, recently made a tour of inspection to the western part of the Ensley district, where it is understood the company owns a large tract of land which it proposes to open up in the near future.

The city waterworks and electric light plant at Jacksonville, Fla., will use coal for furnishing power in the future instead of oil. This action is taken on account of an advance of twenty-three and one-half cents a barrel in the price of oil. The contract for furnishing coal to the city was awarded to the Fitzgerald company, whose bid was \$2.87 per ton.

The Fairmont Coal Co. is constructing a new mine opening on Robinson run, twelve miles north of Clarksburg, W. Va. A new wooden tippie is to be constructed and it is expected that the mines will be in operation early in January. About three hundred men will be em-

ployed and the daily capacity of the mine is to be one thousand two hundred tons.

Governor John I. Cox of Tennessee and N. L. Reynolds, superintendent of the Brushy Mountain coal mines, returned a few days ago to Nashville, after a tour to the Cumberland plateau, where an examination was made of the fifteen thousand acres of coal and timber lands offered for sale to the state. The land is located in Warren, Van Buren, Grundy and Sequatchie counties, and the price fixed and which has been accepted by a majority of the board of prison commissioners, is \$11 per acre.

## Western Notes.

G. W. Fraker, Frakerville, Iowa, has optioned several farms north of Albia and drills will be put to work immediately to test the field.

The Chicago, Burlington & Quincy railroad is contemplating the erection of a large and modern coal chute at Mount Pleasant, Iowa, early in the spring.

Elisha Vinson, Fairmount, Ind., has brought suit against the Indiana Natural Gas & Oil Co., asking \$10,000 damages for personal injuries received while assisting in the unloading of a car of coal belonging to the company.

According to unofficial figures secured at the United States custom office the coal docks at Superior, Wis., up to November first, received nearly two and a half million tons of bituminous coal, as compared with 1,634,540 tons for all last year.

Steps have been taken by the Muncie (Ind.) commercial club to secure an investigation of the coal situation in Indiana, and a meeting is to be held at Anderson within a short time for the purpose of securing the cooperation of the manufacturers of the gas belt.

Negotiations are pending for the settlement of the strike in the coal mining regions near Lethbridge, Ala. Mr. King, deputy minister of labor, has received communications from both the miners and operators suggesting methods whereby operations may be resumed.

On account of the shortage of fuel throughout the state of Washington the Northern Pacific railroad has been notified by citizens of towns along its line that unless relief is furnished they will hold up its coal trains, weigh out the coal and deposit the price of it to the company's credit.

Because the Montana Coal & Coke Co., refused to reinstate a miner who had been discharged a few weeks ago, four hundred miners went out on a strike recently at the company's mines and coking plants at Aldridge and Horr. The shutdown is expected to further aggravate the prevailing scarcity of coal in that state.

At a cost of \$60,000 the Union Pacific Coal Co. has placed its No. 2 mine at Hanna, Wyo., in condition for a large daily production of coal. This mine was shut down several years ago with the intention of abandonment. The erection of a new tippie and the installation of heavy hoisting machinery is now being completed.

T. P. McDonald, formerly of Meeteetse, Wyo., has left that town with a steamboat loaded with coal mining machinery for the interior of Alaska, where several months ago he secured some valuable coal banks. The location of the coal is not divulged, but he states it is on one of the principal streams of Alaska and can be brought to the coast by water.

As a result of the embargo placed upon the Big Four railroad by the Evansville & Terre Haute and the southern Indiana roads, the coal industry of Indiana is reported as being badly tied up. The quarrel between the three arose from the alleged action of the Big Four in refusing to accept coal shipped over the other two lines and sending empty cars from Indianapolis to West Virginia.



## Leading Coal Markets of the East.



Office of THE BLACK DIAMOND,  
NEW YORK, Dec. 13.

The anthracite coal trade is very active, with a larger demand for all sizes below egg than can be filled. Egg and broken of the Lehigh grades are also short, with the companies producing them, and are unable to ship the quantity desired. The few mild days early in the week had the effect of easing trade slightly and shipment was not so urgent, thus permitting of getting out of the way some of the unfinished business and orders that had accumulated in shippers' hands. Now that more seasonable weather is again prevailing the demand is correspondingly reflected into the market by an increased supply of orders. The unsettled weather, with high winds and fog, has been a feature which affected harbor transportation quite seriously where boats were unable to move for one and two days at a time. Shipments out of the harbor for sound and further east points were also restricted, while light vessels were delayed in returning to loading ports and at the moment all craft is reported short. It will probably take a week longer if good weather holds, to get the shipping facilities straightened out. The car supply, which continues remarkably short, considering the advanced season, is still a controlling feature in the movement of the coal tonnage.

### Coal Still Going West.

The car situation has been a matter of much interest to shippers, as to the policy of extending the shipments to the west on the present basis of tonnage moving. That there will be cargoes offering to the various vessel interests up to the expiration of the hull insurance on December twelfth. So far there has been no marked decrease in the movement of coal to the lakes and it is not likely that all of it will be shipped west, as a proportion of this tonnage will be needed for stock at these terminal points. It is said that stocks at these places are in less supply than is usual. Nor is it generally understood that all contracts for the western markets will be filled up before navigation closes. The desire to get a larger supply of cars under control at the mines, to enable of freer shipment to line and tidewater points, is thought to be the disposition on the part of the producing roads. The output of coal in November was not as large as that of last year, but the sales made during the same period show an increase, indicating a larger transaction of business which it has been unable to supply. This trade will, it is expected, receive increased shipments of coal from now on, as the cars get more plentiful and make the current month's output of greater importance. The collieries in many instances during the first ten days of the month have shown little increase in working days, the average being a little over four days a week of full mining. But better things are now daily expected.

### All-Rail and Tidewater Markets Strong.

The amount of business that is being received from all the large consuming centers is giving the opinion that consumers did not anticipate that a heavy demand would ensue during the dull months of the year. While shipments are being made equally as to proportions to both line and tide, it is sometimes difficult to apportion the daily tonnage reported, so as to give the relief desired. While the general trade is fairly well provided for on all current needs, there is still remaining much business that has accumulated with shippers, which is mostly for points on foreign roads. This class of business can only be shipped upon when cars are available for it, as it is not policy in times of activity to leave them go off the system's lines.

Trade coastwise is active and calling for more coal of special grades or sizes than can be given it promptly. All the Red Ash and Lehigh coals are short of requirements, with stove and chestnut in strong demand. The movement of cargoes is somewhat slow, but better weather will likely help things materially. A good trade is being transacted in the harbor and all interests supplying coal have all the orders they can take care of. Prices are firm and will show higher averages for the month. The steam grades are becoming very active and it is impossible to supply all the tonnage that is being called for, especially on buckwheat No. 2. Premiums of ten cents over schedule is offered for this coal where it can be supplied, while the other sizes are rapidly being reduced to a point where a shortage must occur before long if cold weather continues. The freezing of these coals in cars, where no steam apparatus is adjusted to thaw it out, is quite a problem to discharge at the loading ports.

### The Bituminous Market Strong.

The Atlantic seaboard soft coal trade continues very strong. There is quite a little inquiry for coal, and the indications are that there is a small shortage at the present time. This has not at present had any material advancing effect upon the prices, which are strong. The lower grades can be purchased at around \$2.60 f. o. b. New York harbor shipping ports, and the better grades of steam coal can be had around \$2.75 to \$2.85, with the specialties at around \$3.00. The car supply continues to be bad, though at times is various, so that people receiving up to ten per cent of their needs ordinarily run at times about twenty-five to thirty per cent. This, of course, is considerable improvement, and helps out materially.

The feature this week is the water transportation condition. There seem to be neither barges nor sailing craft enough to go around. Harbor boats have advanced, say, two and one-half cents and Sound boats 10@15c per ton. The trouble with the Sound boats has

been not only the bad weather, which has prevented boats from making time, obliging them to keep to the harbors a good part of the time, but the very slow discharge of the boats by the New York, New Haven & Hartford railroad also adding to this delay. Two weeks is about the time that they are taking upon ordinary sized boats, after reporting, to get them out. This is rather disheartening, coming since their having put in better facilities for unloading, but the question seems to be one of cars to receive the coal from the boats, rather than to discharge it on its arrival. In all equity it would seem that the railroads, and not the consignees, should bear the demurrage, but the railroads in their usual way evidently do not see it in this light.

There have been a few shipments of export coal during the week, the exporters having paid a freight that would attract the vessels and so secured them. Vessels for this class of trade have been a little more plentiful, but they have been demanding the full rate.

The shortage of labor is still a prevailing condition at many of the mines, especially those that are not favored with a full supply of cars.

### Coastwise Trade Active.

Trade in the far east is active. There is considerable demand for coal from this territory. Shipments, however, are being generally held up on account of the short supply of vessels. Time will offset that by bringing a supply of them from the east, and vessels that have been taking outside business will no doubt also be attracted back by dollar freights to around the Cape.

Trade along the Sound is very active and is calling for more coal than it can take care of, the short supply of Sound barges having this effect. It is calling for a little more coal than is being provided for it, and this applies to apparently all the grades of coal reaching New York harbor.

All-rail trade is active and inclined to be more steady than tidewater business. Prices continue at about \$1.50 for fair grades of coal at the mines. Transportation from mines to tide is a little bit slower than usual. Car supply seems slightly improved in some quarters, but not enough to make a material impression, and everyone rather looks upon it as a temporary condition.

In the coastwise vessel market vessels are scarce. Ice has appeared at most of the shoal water ports, and we hear of cancellations of orders from these ports where orders are still open. At shoalwater points this side of the Cape we hear of the breaking of ice to get different kinds of vessels out to make them available.

We quote current freight rates from the lower ports to Boston, Salem and Portsmouth of \$1.00 and discharge, with loading and discharging clause; and to the Sound, 85c and discharge, with loading and discharging clause.

## Market News from Buffalo and Great Lakes.

BUFFALO, Dec. 14.—(Special Correspondence.)—This week marks the close of the lake season of navigation and there has been a rush of business in the coal forwarding line over the water route, and the final result of the season's business will be far better than was anticipated a month ago. By comparison of figures of the season of 1905 with that of 1906, it will be found that the

present year has held its own very creditably. Up to midnight of Wednesday, when the official season closed, total forwarding had reached 2,668,228 tons, as against 2,785,362 tons last year.

As several boats have had their insurance extended to Saturday night, it may be assumed that the difference in favor of 1905

will be still somewhat reduced. As it only amounts to 127,134 tons at present, the year is likely to close about neck and neck with the record of 1905. For the nine months of the shipping season, the amounts sent forward in the various months was as follows: April, 322,751; May, 51,775; June, 256,556; July, 220,026; August, 471,627; September, 365,450; Oc-



tober, 357,218; November, 380,175; December, 142,650 tons.

For the past seven days no coal has cleared for Lake Superior ports. Chicago has been the prospective point for nearly all coal sent out of this port. The distribution was as follows: Chicago, 49,300; Milwaukee, 7,000; Bay City, 1,000; Kingston, 1,000 tons.

While it is believed that the close of lake navigation will be a factor in partially at least relieving the car shortage situation, the railroads have been in much trouble during the past seven days. A tremendous effort has been made in that period to rush coal forward for the closing cargoes of the season, and in many cases the railroads themselves have found their coaling plants practically destitute and have been forced to resort to confiscation to supply their locomotives.

This car shortage question is one which arouses much genuine alarm among shippers of all kinds, the coal men being far from alone in their dilemma. Traffic managers say they are doing everything in their power to relieve the situation, but with scant success. Renewed efforts are being made by officials to induce consignors of cars to load and unload more promptly. The detention charge of \$1.00 a day falls much below what the railroads can earn daily with a car.

Box cars are especially scarce, effort of the transportation companies being directed to getting forward holiday goods, which are much delayed. It is reported on what is considered good authority that goods shipped or at least ordered from New York and other metropolitan points six weeks ago have not yet reached their destinations. In fact, it is now doubtful if they will arrive in time to be placed on the holiday shelves. So it will be seen that the coal men are really getting the best of it, being able to supply the actual demands of the trade in a pretty satisfactory manner.

On Monday the new Buffalo & Susquehanna railroad, owned by the Goodyears and tapping an extensive bituminous coal deposit in the Sikesville district of Pennsylvania, ran its first train direct into Buffalo. The new road has its own tracks laid to Bladell, and from that point enters the city over the Lake Shore. The opening of the road will enable the company, which has erected extensive iron furnaces here, to bring coal from their own mines direct to their furnace doors, enabling them to turn out their products at the minimum of expense. Of course, all this steel development at this point tends to increase Buffalo's importance as a coal shipping center, and increases the demand for home consumption.

Robert Williams of the firm of Frank Williams & Company, who was operated upon for appendicitis last week, is reported at this writing to be in a very serious condition, failing rapidly. His recovery is considered very doubtful.

W. K. Richards, of the Richards Coal Mining Company of Pittsburg was a visitor in the city this week.

John M. Daly, a prominent retail dealer of London, Ont., was a caller on the local sales agents yesterday. He reports business good in the dominion, but deprecates the delays in filling orders, caused by the car shortage.

Harry C. Burkett of the Greensburg Atlantic Crush Coke Company of the Acme and Avondale mines, was shaking hands with acquaintances in Buffalo this week.

Within the last few days several hundred acres of additional coal territory in the Broad Mountain district has been sold, going, it is claimed, into the hands of the Delaware & Hudson Coal Company, which already had large holdings in the Schuylkill region. It is predicted that the Delaware & Hudson and the Schuylkill Coal & Iron Company are very likely to become dangerous rivals of the Philadelphia & Reading in the near future. Both of these corporations have also, it is claimed, secured some territory recently, designed to give them an outlet from that region.

Rail business of the anthracite trade shows little change from last week. Orders come in rapidly, faster, in fact, than they can be cared for. Sales agents find the crippled condition

of the car service a great handicap, but are able to keep their trade in a reasonably happy frame of mind.

Bituminous operators claim they are getting a trifle better service since the ore shipments dropped off.

## The Philadelphia Coal Trade

PHILADELPHIA, PA., December 13.—(*Special Correspondence*.)—The anthracite coal market continues to be quite active. The seasonable weather is having a marked effect in stimulating the placing of orders. Shippers are receiving all the business they can provide for and find it inconvenient to furnish the special grades in the quantities desired. Stove and chestnut are not plentiful and orders upon them are not receiving the prompt attention given to the other sizes. The demand is general from all quarters and more tonnage is obtained in the aggregate than can be distributed promptly. The car supply is still the important feature influencing the trade to greater activity because of their shortage. The delays occurring to shipment on this account frequently affects that which is most in need and thereby makes the requirements more urgent. No cars are allowed for consignment to points off the main line roads, which restriction is likely to improve local conditions shortly. It is evident that consumers were not alive to the situation in taking on a necessary supply when coal was cheaper and more easily to be had. The consequence is that they are now subject to the delays in transportation usual and paying the maximum price.

### Trade East is Active.

There is a good demand for coal from all coastwise points. The colder weather of the week has produced many orders and made shipments upon the business in hand more urgent. The further east light draught ports are now closed by ice, but effort is still being made to reach some of the shoal water points before ice makes. We hear of vessels being frozen in and ice has to be broken to release them. The open ports are, however, receiving a large amount

of coal and the number of orders remaining in shippers' hands will warrant a heavy movement for some time yet. The steam grades are becoming very active and the demand upon them for certain sizes is in excess of the current supply. Pea coal is being used in both the city and at line points in place of the larger sizes, by many consumers while the cold weather augments the requirements materially. Trade at retail is good. Most dealers have an excess of orders for daily deliveries.

### Bituminous Market Active.

The soft coal market shows continued strength with producing interests receiving more business than it can provide for under the conditions. There is some complaint at the prevailing condition as it affects the producer to an extent where mining coal becomes unprofitable. Due to the uncertain car supply at the mines for loading, no definite number of days for work can be assured the men, and as a result labor finds employment elsewhere, often leaving the mine short of help to load what cars arrive. This disorganizes things and does not permit of definite working plans to be made for economical mining. The all-rail trade is taking the larger percentage of the coal shipped, the demand for it being more urgent and slightly higher prices paid for it than at tidewater points. The improved condition at the loading ports has induced more coal to be sent to them and is freely absorbed on arrival, as the supply has been restricted. The price of ordinary steam coals f. o. b. mines is \$1.35@1.50 a ton and special grades higher. There is a shortage of vessels for loading, owing to a fleet being in the east wind-bound and freight rates are firm at \$1.00 for around the cape and 85c to sound ports.

## The New England Trade.

BOSTON, MASS., December 13.—(*Special Correspondence*.)—A large demand reflects the more seasonable weather conditions in the hard coal market and an active business is being transacted. The progress of the trade is of a regular order and is being replenished daily through the selling agents as the coal is consumed. Many orders are being received from consumers whose requirements are frequently due to lack of storage room, keeping dealers busy in making deliveries upon it. Buyers are more inclined to place orders for future shipment, as they have been running very close on their supplies and do not wish to take any chances by delays. This calling for additional cargoes to be sent forward in order that the depleted piles may be replenished. The movement of coal from the loading ports has been fairly regular, except for a day of fog or high wind now and again, which must be expected at this time of the year. Ice has been making this week at all the shoal water ports and it is not likely that any further tonnage of importance will be made to them.

### Line Orders Plentiful.

The all-rail business keeps up a strong demand for the purpose of obtaining increased shipments on the orders placed. This trade is usually behind in receiving its coal in times of activity and there are no signs of improvement while the cars are in short supply. Slightly more tonnage has reached this territory from the water ports recently though it is not of sufficient amount to give the desired relief. The chief trouble is due to the shortage of New Haven & Hartford railroad cars at the discharging ports to receive the coal on arrival and this is causing demurrage charges to accrue. Under these conditions shipments are naturally hampered and boat owners are refusing to charter for delivery at these points. The fine sizes for steaming purposes are very

active and it is difficult to furnish all the tonnage called for. The demand for these steam grades developed earlier in the season than usual and continues without any cessation. That this coal is making large inroads on bituminous coal is thought to be the reason of its increased requirements.

### Soft Coal Market Good.

In the bituminous coal trade there is an abundance of business being offered, but an acceptance is not always to be had on terms suitable to the buyer. Particularly where storage room is limited and purchasers are made as necessity dictates it is obliged in most cases to pay an advance in the price of coal for prompt shipment. In fact none of the standard coals where available can be bought at contract figures and are demanding a premium of from ten to fifteen cents a ton. The surplus of coal reaching the loading ports after the contracts are supplied is of such small proportions that it has little impression on the outside market. Although when an offer is made at an advance and the time of shipment convenient sales are effected on the higher basis. Coal is short at loading ports and with holidays making labor short at the mines no improvement is looked for. Vessels are also short and in strong demand with rates at \$1.00 and slightly over to around the cape. Prices are firm at \$2.75 f. o. b. Hampton Roads; Georges Creek, Philadelphia, \$2.85. All-rail coal is \$1.25@1.50 f. o. b. cars at the mines.

The James W. Ellsworth Coal Co., Washington, Pa., has announced that it would, in a short time begin the erection of two hundred additional coke ovens at its Ellsworth (Pa.) plant. In order to furnish coal for the additional ovens four new coal shafts are to be sunk.



## Eastern General and Personal Notes.

Brick walls are being built in No. 7 colliery of the Pennsylvania Coal Co. near Scranton, to save the mine from destruction by fire.

The total consumption of coal in Jamaica for the year ending with March, 1906, was 77,204 tons, of which the United States supplied 39,730 tons, the rest coming from England.

The anthracite coal shipments for November were 5,182,153 tons, as compared to 5,421,584 tons for the corresponding month in 1905. The shipments for the eleven months aggregated 50,862,567 tons, as against 56,015,088 tons for the same period in 1905, a decrease of 5,152,521 tons.

The house committee on Merchant Marine and Fisheries at Washington decided to make a favorable report on the Bennett bill, granting the board of supervisors of ports power to regulate the blowing of whistles in inland waters. This bill is especially designed to reduce the noise in New York harbor.

It is reported from Pottsville, Pa., that in the last few days several hundred acres of additional coal lands in the Broad Mountain district, just north of that city, have been purchased, presumably for the Delaware & Hudson Co., which now owns about 5,000 acres in this region. In connection with other properties the transactions are said to represent an interest of several million dollars.

F. R. Long, who has been in charge of the New York office of J. H. Weaver & Co., Philadelphia, has tendered his resignation and left its employ last week. He expects to remain in the trade, but has not yet decided upon his future movements. J. W. Birck, identified with the Philadelphia office, will be in charge of the New York branch temporarily, until other arrangements can be made.

The Lehigh Valley Coal Co., which recently secured a lease of the Silver Brook colliery, formerly operated by J. S. Wentz & Co., located at Silver Brook, Schuylkill county, has held the peculiar position of receiving money for taking over the property. In the deal the Wentz Co. pays to the Lehigh Valley Co. \$5,000 to take over lease. The lease also stipulates that Wentz & Co. are to remove the breaker, dwellings and other buildings on the tract.

J. J. Hobbs, export and colliery agent, New York, returned home last week from Cuba and other West Indies points, after an absence of about two months. Mr. Hobbs has connection here and abroad for the standard grades of coal and does considerable business not only in these islands, but in South America. He reports his recent trip has been quite satisfactory and shipments are going forward upon it, though he finds that with the lack of vessels slight delay will occur.

THE BLACK DIAMOND is in receipt of a miniature coal scuttle, which is a unique idea of J. Brewster Gere's method of advertising his business. The scuttle makes a splendid receptacle for cigar ashes. It is nickel plated, has Mr. Gere's name and address stamped upon the side. Mr. Gere is one of the enterprising coal merchants of Syracuse, N. Y., where he has established a large business through close application and ability and is a believer in effective advertising.

The Anthracite Conciliation Board at a meeting held on Monday at Wilkesbarre, Pa., considered the complaint of the Lattimer employes of Pardee & Co., that the company had changed the system of payment for mining coal from the yardage system to the car system. The claim being made that the miners earn less money under the new system. It was decided that Superintendent Drake should be asked to furnish a comparative statement of earnings under the yardage and car systems of payments in the different chambers.

Earlier than usual and with great suddenness came the closing of navigation in the

upper Hudson river on December fourth. All boats up the river to Albany and Troy left that afternoon for their final trip to New York. The lines of smaller boats and barges running from river points and for canals have also suspended trips. Zero temperature on the third and fourth of the month froze the river at Albany from shore to shore and the unusually low water hastened the closing. With the exception of four years, this is the earliest closing since 1900, when it closed December third.

The Boston Chamber of Commerce reports that receipts of domestic anthracite and bituminous coal at Boston, Mass., the past month and since January first, this year, compared with the same period the previous year, have been: Anthracite, 171,009 tons and 1,495,726 tons, an increase of 6,793 tons over last month, but a decrease of 10,547 tons for the same month in 1905, and a decrease of 298,332 tons from last year up to November first. Bituminous, 182,390 tons and 2,657,433 tons, an increase for the eleven months over 1905, but a decrease from the corresponding month last year of 59,334 tons. The receipts of provincial soft coal to December first were 607,290 tons, an increase of 65,312 tons over the same period of 1905.

Thomas Byrnes, vice-president of the New Haven road, who was one of the speakers at the New Haven Chamber of Commerce on Friday night last, said in his speech that the New Haven's receipts this year will exceed \$90,000,000, thus ranking fifth among the great railroad systems of the country. He said: "No doubt much of the present feeling of hostility to railroads is the result of years of indifference on the part of officials and employes toward the needs and rights of the public, but taken as a whole the American railroad employé is a hard-working, painstaking, honest man. I realize that there are certain alleged reformers in the land who make a living by asserting that corporate officials cannot be trusted. I regret to say they seem to take more pleasure in finding one official a sinner than in discovering that ninety and nine are honest."

I speak with some knowledge when I say you are to have adequate transportation facilities at reasonable rates, not as a favor, but as a right. The question we ask is not how much will the traffic stand, but how little we can take and make both ends meet.

The pamphlet report of the Western Maryland railroad, which was issued on Friday of last week, contains, besides a record of the operation of the road last year, an account of its development since the acquisition of the control of the property by the Gould interests in 1902. The gross earnings for last year amounted to \$4,802,094 and the net earnings to \$1,696,411. The gross income was increased by the profits from the operation of the road's coal properties amounting to \$720,043, and by other income, amounting to \$82,071. The Western Maryland coal lands are held by the Davis Coal & Coke Co., which in 1902 controlled 110,000 acres. The property known as the Weaver operations, at Belington, W. Va., with railroad connections and extensive developed mines and coke ovens. The company also owns 25,000 acres of Pittsburg vein gas coal in Marion county, the Fairmont territory. On the Davis Coal & Coke Co.'s property, which is located along the lines of the West Virginia division of the road, and being geographically nearer to tidewater than any other bituminous coal fields, are operating eighteen mines and 572 coke ovens. The company proposes to begin at once the development work on its gas coal property and the construction of a large mining plant.

W. W. Finley, second vice-president of the Southern railway, was chosen a week ago as president of the road to succeed the late Samuel Spencer. Mr. Finley was elected at a special meeting of the Southern railway directors, held in the company's offices in New

York city. Mr. Finley has a wide reputation in railroad circles as a traffic expert. Born in 1853 at Pass Christian, Miss., he has risen from the bottom of the ladder to his present important office. His more effective work as a traffic man began with the Missouri Pacific when he spent two years as assistant general freight agent, after which he became successively assistant general freight agent for the receiver of the Texas & Pacific railroad, acting general freight agent of the same road, and general freight agent of the Panhandle Route. In May, 1889, he was appointed chairman of the Transmissouri Traffic association at Kansas City, Mo., and in 1890 became chairman of the Western Passenger association at Chicago. In 1902 he resigned this position to become general traffic manager of the Great Northern & Montana Central railway. He was chosen as a commissioner of the Southern States Passenger association with offices at Atlanta, Ga., in 1895. After a brief service he left to become the third vice-president of the Southern railway, remaining less than a year. He returned to the road in September, 1896, to accept the second vice-presidency, which he has held since.

Consul D. W. Williams reports from Cardiff that the exports of Welsh patent fuel for 1906 have already exceeded those for 1905, and the magnitude of the boom is indicated by the following statistics: Cardiff, Newport, Swansea, and Port Talbot together exported 1,060,617 tons for the first nine months of 1906, an increase of 219,997 tons over the same period last year. Thus, 1906 promises to become the banner year in the history of the industry. This fuel is not only regaining its hold in old markets, but is also winning new ones, a cargo loading at Swansea at this writing for Guayanilla bay in the West Indies. There was a large increase in the exports to Vera Cruz during the first half of the year, and the demand at tropical ports in America and elsewhere is growing, because the fuel is better adapted for storing and handling than the raw coal. The first exports from Cardiff were 5,167 tons, made in 1860, and they have grown steadily, so that the Welsh exports in 1905 amounted to 1,095,048 tons, and the entire exports of the United Kingdom to 1,237,784 tons, of which twenty-five per cent went to North and South America. Nine plants have been in operation for a decade or more, and the present boom has led to the establishment of a new plant at Cardiff which proposes to make a superior article, under a patent, which includes the use of a gastight chamber for the heating and intermixing of the ingredients. The dock charges consist of twenty-four cents for stowing and four cents per ton for wharfage. Owing to the superior quality of the "smalls" used, the Cardiff fuel commands the highest price, \$3.83 to \$3.89 per ton. The price follows that of coal, and since the best Cardiff coal touched \$4.14 the last week in October, fuel will continue to advance. The Swansea brands made from cheaper "smalls" bring \$3.16 to \$3.22, and find a larger sale. Notwithstanding the activity in the industry, the profits at present are smaller than they might have been, owing to old contracts and the high price of small coal. In 1899 some of the companies paid as high as twelve and one-half per cent, and one at least paid ten per cent each year down to 1905. With the expiration of the old contracts the profits will grow, for the plants are working to the limit now and the Italian state railways are calling for tenders for 250,000 tons to be delivered from October to March. The Welsh fuel makers enjoy the following advantages over all others, and Americans in particular: They can easily secure a large supply of small coal that is comparatively smokeless; the coal field on which they depend is largely within twenty-five miles of the seaboard; their plants are located at ocean docks which make a specialty of exporting coal; they enjoy cheap ocean freights to all parts of the world.



# WIDE AWAKE RETAILING

One of the best ways for a country dealer to keep up-to-date is by attending the conventions of the retail associations. There is a meeting of the Illinois and Wisconsin dealers at Milwaukee next Tuesday and Wednesday and every dealer in the two states should be in attendance. The only excuse for remaining away from a retail convention is a death in the family. Too much business is no excuse. Get some one to take care of your business for a couple of days while you are away. Some dealers will say they simply can't get "some one" to look after things and there is no one around the yard they could trust. If this is the case then there is something wrong with your organization and it needs remodeling right away. The dealer who cannot leave his business for a minute is short-sighted and one of these days he will get into trouble. A coal dealer is just as liable to be sick for a spell as any other human being. What is going to become of his "one man" business if its head is lying on his back for six weeks? Always have somebody around the yard that can take the reins of your business in hand and run it for a short time any way. You may be compelled to pay this "somebody" a dollar or two more, but it is worth it to know you have some one that can be depended on in case of emergency. If you have an employe of this sort and he strikes you for a raise in salary occasionally don't let him go when a slight increase will keep him. If he is worth the raise give it to him for if you don't some one else will, and be glad of the chance to do it. Dependable help is harder to find right now than ever before and assistance of this character should not be allowed to slip through one's fingers if a little additional remuneration will keep them. It is the dealer of large caliber who secures the best help and he keeps them by paying them what they are worth.

## Study Your Business.

Small successes in the retail coal business will often be made by men of small caliber, and little principle, just as they are made in other lines by such men—largely through combinations of circumstances for which they are in no way responsible—sheer good luck. But the success in the retail coal business which is really worth while will be made by those who bring brains to bear on their business—those who study it as the great merchant studies his—who realize that a good reputation is as valuable to the coal dealer as to any other business man, and who know that something more than an office and a switch track is necessary—good business management. Good business management bears no friendly relation to that "shrewdness" which leads the dealer to take unfair advantage of a customer who is not as well informed about coal quality as he might be. It does not mean a nineteen-hundred-pound ton or load of Carterville when Hocking was ordered and paid for. It means "a square deal," honest values, full weight and no substitution. Good business management—the kind that builds a business and a good reputation at the same time—will find advertising a great aid in extending a business. It may be true that "a satisfied customer is the best advertisement," but the circulation of such an advertisement is very limited, and while he advertises you to a dozen of your possible customers a newspaper advertisement or a circular letter would carry your message to every possible customer in your locality. A newspaper advertisement if it is the right kind inserted in the right paper, will find and bring to you customers whom you might never find otherwise and who would probably drift to another dealer longer established or better known. If you are a comparatively new dealer in your locality you can overcome the age of your competitor in a short time by a little advertising and good business management. Age is a good thing if it is

coupled with up-to-date methods but if the line is drawn and there is a conflict between age and up-to-date business methods the former will never be declared victor in the battle.

## Instruct Your Customers.

In getting up advertising literature the dealer should try and place himself in the position of his customers. What a housewife wants to know—at least one of the things she wants to know—is how to save coal. Nowadays many kitchen stoves and ranges are constructed on scientific principles, with the view to the attainment of the best possible results from the burning of bituminous coal. When the severe cold weather comes, and, for that matter, in all seasons, many persons try to make more heat by filling the stove or range with coal right up to the lids. In most stoves the best results are obtained with a bright fire that just fills the fire box or that rises very little above it. The fire should be well started and be made to burn evenly, and then it should be fed with thin layers of coal, spread with some care so that it will burn readily and all at the same time. This way of keeping up the fire is less expensive than filling the stove to the top, for it consumes less fuel and it will make a hotter and better fire and better oven. You may think it is not a good idea to lessen the consumption of coal but it is nevertheless and it will pay you to look after the welfare of your customers in this as in every other way. Imagine the attention a coal dealer would attract in his community if he would advertise a method that would save a consumer a part of his coal bill. Owing to the attacks of the newspapers the coal dealer in most cases is looked upon as another Captain Kidd who ought to be in jail instead of the coal business. If a dealer would advertise and tell householders how they can reduce their coal bill he would create a sensation to say the least and this publicity would eventually do him a world of good.

## Make Your Customers Pay Promptly.

One of the great evils of the retail coal business is the habit of carrying accounts longer than is necessary. Don't hesitate to ask for what belongs to you. The wholesaler who sells you your coal goes after you vigorously if your bill is not paid when it is due. Follow his example. He is entitled to his money and so are you. Don't anger, irritate or make enemies of your debtors if you can help it. "You can catch more flies with molasses than vinegar" but if molasses will not do the work do not hesitate about utilizing vinegar if it is necessary to secure a settlement of your bill. Commercial reports for the past ten years show that a large percentage of business failures have directly resulted from the unlimited extension of credit. You can quote this fact to your slow paying customers as a reason why you must insist on having your bills paid promptly. Don't be too hasty in placing an account in the hands of an attorney for collection. A great many men are "just careless." They are able to pay but they overlook their accounts. A systematic follow-up method should be brought into play with people who "ought to be good" but don't pay promptly. Don't be easy with rich delinquents simply because they are wealthy. A great many dealers say that this class gives them the most trouble. If a man has plenty of money that is all the more reason why he should pay his coal bill when it becomes due. Many wealthy people who stand high in social circles think because they are "good" they have the right to let their coal bill remain unpaid for a year or more. No matter how strong your business organization may be, the smallest loop hole in your credit system may create many costly bad debts. The accounts you place so much confidence in today may be the very ones that will cause the losses tomorrow and these losses might be prevented if the credit end of

your business is what it ought to be. Inspect your books closely and systematically and by doing this you can keep slow pay accounts down to a minimum.

## Giving Credit Is Loaning Money.

Few customers who ask credit realize they are borrowing money. Neither does the coal dealer appreciate the fact that he is actually lending money when he grants the credit asked for. That is the great error of the credit system and is responsible for much of the loss and vexation which it causes. Should a customer call on you and request the loan of money you would hesitate; yet a good many dealers think giving coal on credit is a different proposition. Coal and money is the same thing. That is to say whenever credit is extended to a customer, it is the actual equivalent of lending that customer so much money. Before a dealer would lend a customer money, he would speak of security, of a fixed time for payment, and compensation for the use of the money. He would also inquire as to the ability of the borrower to keep his contract and make his payment as agreed. He would not accept prosperous appearance and fair promises as security. He would seek to know if his borrower was really the man he seemed to be. Let the same individual ask for a ton of coal on credit and none of the safeguards demanded for the loan of money are required. In most cases the coal is delivered and charged on account for an indefinite pay day for the most part. There is the expense and time to be spent in collecting and many calls often required to secure payment. It is strange that coal dealers will grant credit in many instances where they would not lend money under any circumstances. They go on doing this with a great many people and a certain percentage "stick" them for their coal bill. The next time you are asked for credit look on it as a cash loan and if you consider it as such you will not have many accounts to charge up to profit and loss next year.

THE BUSINESS BUILDER.

The officials of the Michigan & Indiana Retail Coal Dealers' Association will hold a meeting at Terre Haute, Ind., with the Terre Haute Retail Coal Dealers' Association, within a few days. The purpose of the meeting has not yet been given out.

City Comptroller Nolan of Evansville, Ind., has begun a systematic campaign of weighing all wagons used by coal companies in delivering fuel to citizens. Very few shortages have been found thus far, the largest of which was three bushels.

A retail coal yard has been established at Minot, N. D., by the McClure Coal Co. of Tasker. M. O. Bee, who has been connected with the coal yard of Paul Baukol for a long time, has been secured as manager of the new yard.

The Wright & McWhinney Elevator Co. of Harlan, Iowa, has erected a large coal shed at that city in addition to its elevator, and will handle all grades of coal and wood this coming winter.

Joseph Yentes, retail coal dealer of Morton, Ill., has purchased a brick building at that town which he will use as an office for his company. The building was purchased of L. Hillis of Peoria.

Clarence Jennings and Arthur T. Dunn of Courtland, N. Y., have purchased the retail coal business of S. N. Holden of that town. The new firm will be known as Jennings & Dunn.

The Rolfe Lumber & Coal Co. has been incorporated at Rolfe, Iowa, with a capital stock of \$10,000 by W. S. McEwen, Robert Bruce and James Bruce.





OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, PA., Dec. 15, 1906.

This is the time of the year in the coal industry as well as in general mercantile lines, that the proprietor of the establishment thinks about taking a survey of his business for the past year. Among the coal operators who are located in Pittsburgh proper and do business in what is known as the Pittsburgh district, this form of work is prominent before them at the present time. A call among a number of prominent coal and coke producers elicits the response that, "We are exceedingly busy summing up our efforts for the past year and endeavoring to find out how we stand." In addition to the above the sentiment that exists and a summary of the information obtained leads us to say that the past year has been an exceedingly prosperous one in the coal and coke trade, as has been stated at different times from your correspondent. The Pittsburgh district operators have been limited in the amount of business that they were enabled to do largely by the supply of cars furnished them by the different railroads to carry their product to the various markets.

At the present time the demand for both coal and coke is considerably above the normal supply. The car situation is about the same as it has been for the past decade, but there is every reason to expect that the year 1907 will see a decided improvement along these lines. This has been not only the bone of contention but the crying evil of the trade for the past year, and the railroad companies have shown that they are alive to the situation and have made strenuous efforts to relieve the congested situation of affairs, and there is every reason to prophesy that all persons interested in the twin trades will receive better accommodations in the future than has attended them in the past.

#### Future of Coke Trade.

The most interesting phase of the fuel business in the Pittsburgh district today is the coke trade. Never has there been such an interest manifested in the production of coke as is shown at the present time. By reference to the news columns in this accompanying letter it will be seen that various new projects are on foot for the increase in production of old established plants and for the large addition of new ovens. It has been many years since the high price of coke has been sustained for so long a time as has existed during the year 1906, especially the latter half of the year. The outlook for the winter months and the distant future following is that not only the present prevailing prices will be sustained, but as has been stated elsewhere in this letter it is possible that a much higher price will be necessary to ask for both furnace and foundry coke.

In addition to the present interesting and profitable state of the coke industry at the present time, it is interesting to note the advancements that have been made and the improvements that are now in process of construction amongst the various coke producing concerns in the Connellsville district, all of which tend toward the saving of labor in the production of coke and the elimination of old time and slow methods for the drawing of the product from the old-fashioned ovens.

It is prophesied that a new era is dawning for the manufacture of coke in the Connellsville and contiguous territories, and that in the near future the operators producing this valuable fuel will be able to keep pace with the ex-

traordinary demand that has been made upon them during the past year.

Much interest centers in the city regarding the series of meetings which will be held on the eighteenth, nineteenth and twentieth of the month of the Coal Mining Institute of America. This organization, as is well known, is a national one and draws together at its annual gatherings a representative body of men who are not only thoroughly posted, but intensely practical in all matters concerning the mining of coal. A detailed list of the papers to be read at this meeting is mentioned elsewhere in this letter.

An important meeting was held in the city this week of the freight traffic managers of the various railroads centering into the city, who were called together to debate upon matters concerning the handling of the heavy tonnage which goes out of the Pittsburgh district. The principal topic of discussion was the car shortage as related to shipments of coal and coke, and it is pleasing to note that these gentlemen who are authorized to act for their various railroads, took decided action regarding the adjustments of methods of weighing coal and other points of interest to the coal producer.

#### Prices Stationary.

The demand for both coal and coke continues unabated. Prices are but little changed from the quotations of last week. The tendency is toward a weaker market than that which ruled one week ago. Run-of-mine coal is selling for \$1.40@1.55 per ton, f. o. b. the mine. Three-quarters inch is quoted at \$1.55@1.65 per ton, f. o. b. the mine. Lump coal is bringing \$1.70@1.80 per ton, f. o. b. the mine, and slack holds its own at last week's prices of 95c@\$1 per ton, f. o. b. the mine.

At such a time as this when all kinds of reports are abroad regarding the marvelous demand for coke, it is well to be conservative in the quotation of prices for this valuable product.

Although the demand for coke continues heavy and although, as has been stated elsewhere, every small independent producer occupies a place of prominence and his product is almost eagerly sought after, yet it is well to sound a note of warning and say that it is possible to inflate the prices of this fuel. Furnace grade of coke is selling today here for \$3.10@3.25 per ton, f. o. b. the ovens; future orders are being booked weekly at prices considerably less than these quotations. Foundry coke continues in heavy demand and selected shipments are bringing \$4.05@4.15 per ton f. o. b. the ovens. Sales are reported to us of foundry grade at a shade less, though they may not be first quality of stuff.

There is no change to report in the retail trade of either coal or coke. Prices given in detail some weeks ago still prevail, yet it is possible that a new schedule of rates may be put in force by the retail dealers in the near future. The general outlook for the trade is bright and there is no reason to suppose that there will be any cessation of demand during the winter months. The stoppage of shipments by lake may have some influence upon the trade here, but the demand has been so strong that it is not anticipated that there will be any or at least much fluctuation in prices on this account.

#### GENERAL AND PERSONAL NOTES.

E. K. Seeman, formerly manager for the Union Supply Co., at New Salem, Pa., has resigned to accept a similar position with the Thompson-Connellsville

Coke Co., in the south end of the county. The latter company is building four hundred ovens.

While going downstream the Ben Hur hit the tow of the Tom Rees, No. 2, below dam No. 2, on the Ohio river, sinking one of the barges of the tow and smashing the guard rail and otherwise damaging the packet. The United States inspectors will investigate.

The Plumer Coke Co., Connellsville, is going to add ten new ovens to its plant of sixty ovens, located near Leckrone, which were built last spring. The company owns fifty acres of Pittsburgh coal in that section. The company is composed of A. P. Austin, Theodore Bliss and John Gilmore.

A deal for the purchase of twenty-five hundred acres of Preston county, West Virginia, coal was completed by Luce Brothers of this city today, W. W. Luce & Co., of Bellevue, and J. L. Luce, of Perryopolis, buying the tract from Monessen and Bellevue capitalists. The price paid was fifty thousand dollars.

The Dilworth Coal Co., of Pittsburgh, Pa., has announced that it shortly will begin the construction at Rice's Landing of one hundred and eighty coke ovens, which will be the first in Greene county, and will cost about two hundred thousand dollars. Over one hundred company houses will be torn down and new ones erected.

The Indian Creek Valley Coal & Coke Company, Connellsville, Pa., is said to be accepting options as rapidly as possible on ten thousand acres of coal land in Springfield and Saltlick townships. The vein of coal beneath this land is not very thick, but it is said to possess excellent coking qualities. Several deeds for this land have been filed, and others will follow within a short time.

Another complaint is that a railroad having empty cars on its hands at terminals and unloaded, tries to get loads for them at the same terminals rather than move them empty to other terminals where they are needed. This extra movement of empties increases the cost to the railroad without earning them anything. The practice is particularly notable among the smaller roads and in outlying points.

Four dollar coke and thirty dollar pig iron is not an impossibility within the next year, according to reports heard this week. There is a great scarcity of coke in the market and prices have been on an upward trend for some time past. The current market price is \$3.35 a ton and coke is very hard to get at that figure. Yet, if reports are true, the price will go up a great deal higher before many weeks have passed.

A contract has been awarded by the Pittsburgh Coal Co. to the Monongahela Saw & Planing Mill Co., to build a gigantic power house for the Crescent Vigilant mines, just beyond Hoods Hollow. The structure will be one hundred feet square, with concrete foundation, brick side walls and steel trusses to hold the roof. The structure will be complete and modern in every respect and will cost \$20,000 to erect.

Proposed developments in Washington county will involve much labor and capital. The Pennsylvania railroad has a force of one thousand men at work on branches to its main line. Shafts are being sunk at various points and mining towns are springing up. Many coke ovens will be built in the near future, and the outlook is for a great development in the coal and coke industry in the county.

That West Virginia coal land is increasing in value is demonstrated in the recent sale consummated between Jasper Augustine, L. E. Lynn and J. T. Robinson of Uniontown and R. T. Cunningham of Fairmont for eight hundred acres of coal near Clarksburg at one hundred dollars an acre. This land was purchased a few years ago by Uniontown capitalists at ten dollars an acre and is part of an extensive field of two thousand acres.

A long and important list of papers is being planned for the winter meeting of the Coal Mining Institute of America,

to be held Tuesday, Wednesday and Thursday of next week at the court house. President Fred C. Keighley has completed the program, which provides for both morning and afternoon sessions. During the meeting the committee appointed to take up the revision of the Pennsylvania laws relating to bituminous coal mining will make a report.

For the purpose of removing a cloud from the title to land in Somerset county an opinion has been handed down by Judge R. W. Archbald in the suit of the Wilmore Coal Co. against J. Wilcox Brown and the New Amsterdam Coal Co. The decree of the court was drawn in behalf of the plaintiff, and decrees that the invalid deeds held by the defendants be delivered up and cancelled. About thirty-two thousand acres of coal land was involved in the dispute.

The Monongahela Coal Co. today filed suit in the United States court, attacking the constitutionality of the law providing for the gauging of coal barges brought to southern ports from Pittsburgh. The company claims that it has been paying out between eight and ten thousand dollars a year in inspection fees, and it seeks to get rid of this burden. The petition asks the court to declare the Louisiana law void on the ground that it violates the constitution of the United States.

The river coal shippers seem to be "hoping against hope" for a shipping stage in the rivers. The rains of the last few days have made no apparent effect on the stage of water, and the prospect is for no additional rain for some days to come. The majority of the steamers have got back home, and are being put in shipshape for service. The call may come at any moment, and the river coal man has learned that the only attitude for them to assume is one of being "always ready."

An additional cargo of coal was sent south over the river route this week. A total shipment estimating nearly ten million bushels was sent out. The Peoples Coal Co., the A. R. Budd Co., the United Coal Co., and the Monongahela Consolidated Coal & Coke Co., were the principal shippers. The steamers and barges from the last record-breaking shipment are beginning to return to the Pittsburgh harbor and already are busy making preparations for a future shipment, which is expected to occur some time during January, 1907.

The immediate influence of the closing of the lake movement of coal has been to cause a more free rail market. The coal prices which have been firm all summer at about \$1.15 for run-of-mine, at mine, have shown signs of weakness because the lake mines have been naturally turned into the rail trade and have enormously increased the tonnage for the open market. However, coal men say the effect of this change has not been so severe as it was a year ago and it is not expected to show in the end so seriously for the general coal trade.

A lively contest is on for offices among the Pittsburgh District United Mine Workers. Francis Feehan, who attained the presidency in the early part of the present year after a bitter contest with Patrick Dolan, who had held the position unchallenged for years, is confronted with a rival, James Buchan. Wilson Connors wants to succeed Vice-President James Clark, who in turn ousted Uriah Bellingham, also for years an official of District 5. In addition to these prominent officials there is considerable opposition among the minor officers up for election.

Application has been made in the common pleas court by stockholders of C. Jutte & Co., for a receiver on the alleged grounds that J. W. Friend and F. N. Hoffstott, the largest stockholders of the company, are trying to wreck the firm and place it in the hands of the Monongahela River Consolidated Coal & Coke Co. The stockholders asking for the receivership are Louis A. Jung, J. K. Gilchrist, H. Gilchrist, J. Q. Gilchrist, M. Gilchrist and M. A. Gilchrist, all of whom allege a number of irregularities. The plaintiffs own stock to the amount



\$210,000, but claim Friend and Hoff own enough to control and dominate the affairs of the firm, which controls 2,400 acres of undeveloped coal lands and has outstanding bonds to the amount of \$1,600,000.

The most startling feature to the independent furnace men is the report that Frick Co. has been awake to the possibility of the scarcity of coke for some time and has had its agents at work among the independent producers. As a result it is alleged this company has contracted for the entire output of nearly all the independent coke producers for the next two years so as to insure supply of coke for the United States Steel Corporation and prevent the furnaces of the trust from being shut down on account of any possibility of scarcity of coke.

A substantial increase in net earnings during the first ten months of this year is shown in the report issued by the Pittsburgh Coal Co., and its subsidiary companies, exclusive of the Monongahela River Consolidated Coal & Coke Co. The gross earnings of the Pittsburgh Coal Co. and its constituent concerns during the first ten months of this year represented \$4,216,853, an increase of \$1,566,853, compared with the corresponding period last year. The net earnings during the first ten months of this year aggregated \$1,640,459, an increase of \$891,459, compared with the corresponding period in 1905.

The winter meeting of the Coal Mining Institute of America will be held in the court house, Pittsburgh, Tuesday, Wednesday and Thursday of next week.

Fred C. Keighley, president of the institute, has completed the program for the winter meeting, copies of which have been mailed to the members. The committee appointed to take up the question of the revision of the present bituminous law of Pennsylvania, will make a report during one of the days of this winter meeting, therefore a full attendance of the members of the institute is particularly requested. The program is as follows: December 18, 9 a. m.—President's address, Fred C. Keighley; business matters of the institute; 1:30 p. m., paper, "The Work of the Government Fuel Testing Plant at St. Louis, Mo.," Dr. J. A. Holmes, fuel testing expert in charge; paper, "An Entirely New System of Mining," H. S. Gay, Logan Court House, W. Va.; paper, "Does it Pay to Design and Develop Coal Mines for Very Large Outputs?" Fred C. Keighley. December 19, 9:30 a. m.—Paper, "Coke Oven Materials," J. M. McKinley; "The Development of the Freeport Coals in Preston County, West Virginia, and Their Adaptability for the Production of High Grade Foundry and Furnace Coke," J. B. Hanford. 1:30 p. m.—Paper, "Gases Found in Mines," Superintendent William Leckie, Pocahontas, W. Va.; paper, "The Value of the Knowledge of Foreign Languages to a Mine Manager of Today," Charlton Dixon; paper, "Statistics," E. W. Parker, statistician United States geological survey. December 20, 9:30 a. m.—Paper, "Suggestions as to What Aids Should Be Allowed the Candidates Appearing Before the Examining Boards of the Various Coal Mining Districts of the States," H. H. Stoeck; paper, "Sug-

tions as to the Removal of Pillars Left Courses, etc., with a View of Extracting the Full Tonnage of Coal," William Hardy; paper, "Recent Developments in the Way of Coal Mining and Coke Making in the Ligonier Valley," Thomas W. Keighley. December 20, 1:30 p. m.—Paper, "A New Method of Platting Coal Sections and Arrangements of Conventional Terms," E. E. Lewellen. Papers, titles of which will be announced at the first day's session, by J. L. Dixon, L. L. Logan and W. L. Affelder. Subjects for general discussion: "Mining and Blasting at Night," "Ventilation Judiciously Applied," "A Continuous Coal Cutting Machine," "Mechanical Conveyors as Applied to Long Wall Mining," "Coal Mining and Loading Machines Combined."

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# THE HOCKING VALLEY TRADE

COLUMBUS, OHIO, DEC. 12.—(Special Correspondence).—Enough low temperature has been mixed in with the fitful weather conditions of the past week to serve as ballast to a market that showed a tendency to unsteadiness. The domestic trade has held its own in point of strength, but not much gain can be expected until there is a more practical demonstration of the theory that this is not going to be an open winter.

One of the large companies reports that it is selling all the lump it can spare from contract trade at the circular price of \$2, and is turning down jobbers' orders at \$1.90. Statements showing a continued healthy feeling come from other operators, but this sort of expression is not universal. Everybody is doing more or less hustling for business, and no orders at regular prices are going begging. Jobbers and mine-owners who depend upon current demand are having some difficulty in encouraging country dealers to further increase their stocks, in the face of a laggard buying on the part of consumers. There is little indication, however, of cutting prices, and on the whole the market is standing up well under adverse weather conditions.

## Higher Prices Still Possible.

The outlook for the winter is hopeful, rather than otherwise, and it is the opinion of most coal men that within the next month the market will not only tighten up, but that prices will go higher. They pin their faith to reports of low stocks which come from all sections. The fact that prices are being so well maintained is taken to mean that when the hour of urgent need arrives many localities will be caught short. There have been a smaller number of buyers in this market within the past week or two than at any period since September, but this is regarded as merely a lull before the storm incident to the cold wave that is expected in the near future.

## Steam Coals a Little Stronger.

The circular prices of \$1.66 for run-of-mine and \$1.10 for nut, pea and slack have not been generally realized at any time since the November advance, being recognized as disproportionately high. These coals have, however, commanded a profitable figure all during the season, in some instances reaching the actual quotation and even commanding at times small premiums on best grades for prompt delivery. The market is conceded to be a shade stronger just now than for several weeks.

Large consumers of slack whose furnace equipment confines them to this class of coal are reported as gladly taking all that is offered them at prices in advance of what they were willing to pay a short while ago. Decreased production of coal as a result of the car shortage has limited the available supply of slack on the market. A very large per cent of it goes to contract business. In the event of snow blockades or other hindrance to transportations many consumers who have not been forehanded would be caught short.

New yearly contract business is reported to be highly satisfactory from the standpoint of demand, but there is a tendency on the part of operators not to be too free in taking on this kind of trade, in the belief that they will fare better to depend upon the open market. A shortage of Pocahontas in the east and in the Carolinas which has brought about a recent advance in the localities named, both on run-of-mine and on lump, has caused a prominent local concern operating in the Pocahontas

field to turn down all western contract business. Eastern shortage on all West Virginia steam coals is having a favorable influence upon the Hocking Valley trade.

## Cars More Plentiful.

The car situation appears to be somewhat easier. On Monday last one of the big companies received 491 cars, amounting to about sixty per cent of its allotment, and it was expected that the average for the week would not fall below fifty per cent. This is the best supply reported for a long period. Several causes are contributing to the better service now being realized.

It is felt that the new per diem rate is doing considerable good. The agitation of the car shortage question now going on all over the country, with threats of government interference, has stimulated the railroads to renewed efforts. Another factor has been the close of lake navigation, which always releases a large number of cars for regular service. Less was expected from this source at the present time, on account of the great number of non-air cars being used in the lake trade, and which are not available for shipment past junction points. Good weather has allowed no offset, in the form of hampered transportation, to advantages gained in other ways.

## PERSONAL AND GENERAL NOTES.

W. C. Clark, of Detroit, was among the week's callers.

D. H. Shank, of Shank Bros., Dayton, Ohio, was in town early in the week.

Dr. Davis, of Davis Bros. Coal Co., Shawnee, Ohio, was among the week's visitors.

John H. Winder, president of the Sunday Creek Co., was in New York this week.

Geo. H. Krudop, a prominent retail dealer of Ft. Wayne, Ind., was a recent visitor here.

C. H. Jones, of the Central Fuel & Mining Co., Indianapolis, paid Columbus a visit this week.

G. N. Isaacs and J. H. Waters, of the W. J. Hamilton Coal Co., are in West Virginia, in the interests of the company.

The Hocking Valley system, which includes the three prominent coal roads of this territory, has declared an embargo against the Big Four Railway.

C. S. M. Krumm has been made secretary of the Minshall Coal Mining Co., to succeed F. G. Hatton, who has recently taken a railroad position in the south.

The suit of the Columbus & Hocking Coal & Iron Co. against S. A. McManigal for a share of the profits in certain coal mining transactions, which was brought about a year ago, is being heard this week in the common pleas court.

J. W. Redman, of Toledo, commercial agent for the Pere Marquette, and Eugene Dahl, traveling freight agent of the Grand Trunk, have been calling upon local operators in the interest of shipments to the northwest and Canadian points.

Michael Gallagher, a Mount Pleasant coal broker, was in Cleveland recently to close the sale of the Glenn Run coal property in Belmont county. The property consists of 7,000 acres and the sale price is \$1,150,000. M. A. Hanna & Co. of Cleveland are the purchasers.

The Edwards Coal Co. has purchased the retail yards of the Stalter Coal Co., located on Mt. Vernon avenue. The former owner of the yards, Robert

Stalter, will give his entire attention to the wholesale business. Everett Edwards will remain with him as general manager.

The Jeffrey Company, of this city, manufacturers of mining machinery, have established a branch factory at Montreal, Canada. The company has agencies in various parts of Europe, Asia and South America. B. W. Miller, secretary of the concern, will leave shortly on a tour of the same.

In a dense fog that suddenly settled after they left Cables Eddy, the towboats Raymond Horner and G. W. Thomas struck their coal fleets against the channel spans of the Pan-handle railroad bridge, which have long been a menace to navigation, and ten barges and flats were wrecked and sunk and 125,000 bushels of coal lost.

In the case of the Riverdale Mining Co., of Clarksburg, W. Va., composed of John S. Jones, of the Jones & Adams Co., Chicago, and C. S. Evans, of Columbus, against the Baltimore & Ohio railway, a verdict was returned for the plaintiffs in the amount of \$500. The action was for \$75,000 damages on account of the alleged failure of the railway company to supply coal cars.

J. Will Smith, of Pana, Ill., president of the Sedalia Coal Co., now in the hands of a receiver, has served notice upon the latter that he will be ready to satisfy his creditors and take repossession of the property as soon as such opportunity is given by the courts. The receiver, J. W. Blower, manager of the Hisylvania Coal Co., who will soon file his report, will show a net profit for the period in which the mine has been in his hands.

Abandoned mining territory in certain localities of the Hocking valley is being reopened with good results. The most prominent instance is that of the Hazleton tract, near New Straitsville, where work was suspended twenty years ago. It was formerly one of the best known properties of the valley, yielding an exceptionally fine quality of coal, but in accordance with the imperfect methods of that period its riches were only partially exhausted. Last week a new opening was made into the seam by the Columbus & Hocking Coal & Iron Co., disclosing a thickness of from ten to twelve feet. Another opening will be made by the same company on the Sand Run tract, in the same general location. This is looked upon as the beginning of renewed operations in much of the abandoned territory, not because there is not plenty of undeveloped coal lands in the valley, but by reason of the fact that, with present-day appliances, these partially-worked mines offer excellent inducements in the way of profits.

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# THE BLACK DIAMOND

VOL. 37. No 25.

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CINCINNATI

DECEMBER 22, 1906.

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## General Review of the Markets.

THE car "shortage problem" has been the predominant feature of the coal market for months. The tension is so great at present that many shippers are almost desperate. The findings of the Interstate Commerce Commission at Minneapolis, St. Louis, Chicago and other points, together with the startling information bearing on the situation received in answer to their recent circular, shows that the condition is much more serious than was anticipated. There is a great shortage of coal at inland points owing principally to the fact that dock companies influenced the railroads to ship the largest possible amount of coal to the dock points before the close of navigation. Many cases of confiscation are reported. Some sales agents claim that the demand for domestic sizes and other grades of coal is somewhat accentuated by the anticipation of a reduction in the supply during the holidays, when the miners usually give special attention to having a good time. The shortage of labor has not affected the coal supply appreciably because most of the mines have not been able to secure sufficient cars to take care of the coal which they are now producing. Western mine operators have been holding their annual meetings during the past fortnight, where considerable interest was manifested in the chemical analysis of coal. Iowa operators claim that their coal is only 5.4 per cent inferior to the Illinois product, yet it sells for from twenty-five to forty per cent less, which is an injustice. The Illinois operators passed a resolution commending the work of the state university in its test of Illinois coals and it seems to be the general consensus of opinion that the B. T. U. system should form a more important basis for the sale of all grades of coal in the future than in the past. Eastern markets on the whole are in good condition this week and prices are firm. Chestnut anthracite is in strong demand in all parts of the country. Western markets are characterized by a falling off in demand of Youghiogheny coal and an increased demand for screenings. Smokeless mine-run also has been in stronger demand and the mine price on new business is firm at \$1.50.

### The Transportation Situation.

The paucity of railroad facilities has greatly affected all lines of business, especially the coal trade. It is the opinion of most critics that there is a sufficient number of cars to move all commodities offered for transportation, but the non-coöperation of the railroads at connecting points and the snail-like movement of freight equipment is responsible for freight congestion and the injuries from which shippers are suffering. A compilation of the movement of 371 coal cars from the New River field to Chicago, a distance of about six hundred miles, shows that the average time of transit was 14.15 days. Some of the cars came through in six days and others in fifty-one days. The question naturally arises: what were the cars doing while loafing forty-five days on the way? There are plenty of instances which show that it takes as long to reconsign a car of coal from the yards of one railroad to another as it should take to move the car from the mining fields in West Virginia to the Chicago market. Many conditions of this kind make it look as if some of the higher officials of the railroads were spending more time in stock manipulation than in developing an efficient service. They are more interested in seeing good reports of the earnings of their road in the Wall Street Journal than records of the prompt shipment of commodities from farms, mines and factories.

### Bituminous Coals Firm.

The prices on all grades of bituminous coals this week are practically the same as reported in our last issue. There is an increased demand for screenings. Sullivan county lump has advanced fifteen cents. The demand for Youghiogheny steam coal in Western markets however, has somewhat abated owing to the large demand on the part of one of the largest corporations of the country, which induced large shipments of this class of coal into Chicago. In some cases Youghiogheny sold this week as low as fifteen cents below the circular. Hocking has also shown signs of weakness, but splint coals are strong and there is a good demand for domestic sizes. Smokeless mine-run is in much better demand than last week. The demand for this description of coal in the east has been greatly accentuated, which has had the effect of raising the mine price on new orders from \$1.35 to \$1.50. Carterville domestic sizes are active and the country demand is greater than last week. There is a perceptible activity in the small sizes in the east. Coke is very strong, especially on all domestic sizes. Cannel coal is very

short and practically out of the market. Premiums are being offered for this product on the part of many dealers, but sales agents are not in a position to secure cannel coal for prompt shipment at any price.

### Anthracite Market Active.

The excessive demand for chestnut, both in the eastern and western markets continues this week. The state of the market on stove and egg coal, however, is firm and operators and sales agents are able to supply this product in most cases promptly. All-rail business is active and the demand no doubt would be excessive if we had experienced a severe spell of cold weather. Sales agents are having great difficulty in filling orders for rural points, owing to the fact that the railroads refuse to permit their equipment to move on foreign lines. Box cars are very short at both docks and mines. The large tonnage cars are also having a perceptible effect on the prompt filling of back orders. Much complaint on the part of retailers is constantly received on account of delayed shipments. In many cases dealers have made the charge of discrimination, but investigation of these complaints shows that most sales agents and operators are filling all requisitions in the order of application. Dealers, therefore, who duplicate their orders are simply delaying shipments. Last summer, when the car shortage was predicted, many retailers did not believe that conditions would become serious and therefore delayed in ordering sufficient stocks to take care of urgent demands. The time has come when coal dealers must place their orders for coal early in the season, like the representatives of other industries, when they can get prompt shipments.

### Eastern Markets Firm.

The reports this week from eastern markets show that prices are practically the same as last week and most all grades of coal are in firm demand. Nut hard coal is very short and the demand for steam sizes is much greater than the supply. Stocks of all grades of soft coal in Buffalo are comparatively low. There is a large demand on the Buffalo market for coal to be shipped to Canadian points. Baltimore and the southern shipping trade is in good condition and prices are on the upward trend. All-rail trade throughout the east is active. The tonnage to inland points is greater than tidewater shipments. The discharge of vessels at sound points is very much delayed, owing to excessive car shortage. The soft coal trade on the Atlantic seaboard shows signs of a firm market, most of the coal being absorbed as soon as it comes from the mines. The export business is somewhat abated, owing to the shortage of vessels and the excessive demand for domestic consumption. Labor troubles in eastern mining regions are not perceptibly affecting the supply of coal, since there are only enough cars to take care of the present limited production. There is considerable discontent and complaint shown on the part of retailers and dealers on account of the unjust demurrage charges usually brought about through the fault of the railroads making prompt shipments. The New York harbor trade is very active and is taking most of the coal received from the mines. Prices are firm. Western Pennsylvania markets are active and the car shortage is so intense that some of the largest concerns in the Pittsburgh field have been compelled to close. However, the Pittsburgh tonnage this year is much greater than last. Coke is in very strong demand, which also characterizes the condition for Pittsburgh mine-run.

### Western Markets in Good Condition.

The chief interest in the coal trade in western markets is connected with the recent investigations of the Interstate Commerce Commission, relative to the shortage of coal in the northwest. The close of navigation has directed attention to the inland business. Hocking coal has been coming into the Chicago market freely for the past week. This is probably due to the fact that a large quantity of this product predominated at the close of navigation and operators therefore were in a position to ship much more of the Ohio product than during the past few weeks. Youghiogheny coal has also suffered a decline, the cut in price in some cases being fifteen cents. The embargo against the Big Four in southern Indiana continue and may last for some time. The demands for all grades of domestic coke is very strong. Ohio river points have been receiving a large amount of river coal, which has greatly affected the markets along the Ohio river. The amount of coal transported in barges is the largest in the history of navigation.





OFFICE OF THE BLACK DIAMOND,  
Chicago, Dec. 14.

There is a good demand for all grades and classes of western coals this week. Prices have maintained practically the same as last week, with the exception of an advance of fifteen cents in Sullivan county screenings and a cut in many instances of from ten to fifteen cents on Youghiogheny coal. The market is more or less sensitive on Hocking. Some sales agents claim they have not sold any of the Ohio product below circular, whereas others hold that some Hocking has been bought at the mines as low as \$1.75. Splint coal continues strong and the domestic sizes of the Cartersville product are in good demand. Smokeless mine-run is in much shorter supply than last week and the demand has changed from weak to strong with many sales agents. Smokeless lump is also in good demand. Youghiogheny and Hocking are the weakest coals in the market this week.

#### The Car Situation.

The supply of cars in West Virginia and southern mining regions is reported to be worse than ever. Dealers in cannel coal are practically out of the market. The situation through Ohio is somewhat easier than last week, and in Illinois and Indiana the number of empties available have not notably changed. There is much anxiety shown by sales agents relative to the two dollar reconsigning charge which it is reported will go into effect the last of this month on the Illinois Central and Chicago and Eastern Illinois. It is also stated that the time of free service will be changed from five to three days. The reconsigning charge will have the effect of inducing operators to send all possible orders to the mines, which, of course, will increase the time of delivery. The ruling of common carriers in respect to not permitting equipment to go over 150 miles on foreign lines makes it almost impossible in many cases for sales agents and operators to fill many orders in the rural districts. When a certain kind of coal is specified in a certain kind of car by the consumer it is often impossible to secure either the size of car or the kind of coal which can be reconsigned to the purchaser.

#### Operators' Annual Meetings.

The mine operators of both Illinois and Iowa have had their regular annual meeting. At these associations much interest was shown in the analysis of the coals of the respective states. Iowa operators claim that the government tests show that their coals are only 5.4 per cent less in heating qualities than Illinois coals, although the price for which they are sold is from 25 to 40 per cent less than that received for the Illinois product. Illinois operators manifest particular interest in the laboratory analysis of coal from many of the Illinois mines, which have taken place at the University of Illinois. The report of the chemists is very interesting and valuable and the Illinois operators passed a resolution recommending that the work be continued and that the legislature give an extra appropriation for the purpose of continuing the investigation more elaborately. Buyers are giving more attention to the chemical analysis of coal in making purchases. However, it is the opinion of many critics that coals vary so much in quality that it is not always practical to sell them on the B. T. U. basis.

#### Anthracite Market Firm.

The country demand for hard coal continues active, especially in the northwest, where it is

reported that a great scarcity of fuel exists. This is partly explained by the fact that every effort was made to ship coal to the docks before the close of navigation in order that dock companies could compete with the all-rail business. The heavy movement of grain also tends to have its natural effect upon the situation. Chestnut coal continues very short. The rules of the railroads relative to reconsigning cars to various points on foreign lines, also the restriction of consumers relative to sizes of cars, makes it very difficult in many cases for sales agents to take care of a certain class of business. As soon as the cold weather becomes severe and storms retard transportation the cry for hard coal will predominate to such a degree that it will give cause for alarm. The railroads claim they are doing the best they can in the supplying of cars to relieve the situation. They informed the local dealers early in the summer that the large increase in the amount of freight offered for transportation was sure to delay the shipments of coal at this time of the year, and that retailers should lay in good stocks when it was possible to secure prompt deliveries. The dealers, however, did not consider the situation seriously and now find that they are unable to get sufficient coal to take care of the most urgent demand.

#### Illinois Market Active.

DU QUOIN operators claim that the demand is just about equal to the supply. The car situation is practically the same as last week. No. 1 nut has been bringing \$1.20 f. o. b. the mine or \$2.10 f. o. b. Chicago; egg, \$1.35 f. o. b. the mine or \$2.25 f. o. b. Chicago; lump, \$1.35 f. o. b. the mine or \$2.25 f. o. b. Chicago; market very firm.

THIRD VEIN and Spring Valley coals are bringing the same prices as last week. The demand for domestic sizes continues firm throughout the country districts. Standard lump at the mine is worth \$2.40 or \$2.90 f. o. b. Chicago; Third Vein chunks, \$2.50 f. o. b. the mine or \$3.00 f. o. b. Chicago; washed nut and egg, \$2.40 f. o. b. the mine or \$2.90 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mine or \$2.10 f. o. b. Chicago.

CARTERSVILLE coal continues firm, especially for domestic sizes. Country business is good and operators are receiving all of the orders they can take care of promptly. The car situation is practically the same as last week; the mines are not operating at full capacity. Nut coal is worth \$1.30@1.50 f. o. b. the mine or \$2.30@2.50 f. o. b. Chicago; egg and lump, \$1.75@2.00 f. o. b. the mine or \$2.75@3.00 f. o. b. Chicago; mine-run has been bringing \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago.

FRANKLIN county operators have been receiving for the domestic lump \$2.10 f. o. b. the mine or \$3.10 f. o. b. Chicago, open cars ten cents less. The supply of cars in the Franklin district is practically the same as last week. Egg and four-inch lump is worth \$2.25 f. o. b. the mine or \$3.25 f. o. b. Chicago; mine-run, \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago.

SPRINGFIELD coal remains in about the same condition as last week; the demand for screenings is active. The mines are operating almost full time, and the car situation has not perceptibly improved. Domestic sizes are active; mine-run is worth 95c@1.00 f. o. b. the mine or \$1.70@1.75 f. o. b. Chicago; nut, \$1.10@1.25 f. o. b. the mine or \$1.85@2.00 f. o. b. Chicago; screen-

ings, 50c f. o. b. the mine or \$1.25 f. o. b. Chicago.

#### Indiana Coals Firm.

SULLIVAN and Green county operators are getting about the same allotment of cars as last week. The demand for domestic sizes is strong. The feature of the week is the increased demand for screenings, which have advanced fifteen cents. Domestic lump is worth \$1.90 open cars or \$2.00 box cars f. o. b. the mine or \$2.70 and \$2.80 f. o. b. Chicago; inch-and-a-quarter lump, \$1.45 f. o. b. the mine or \$2.25 f. o. b. Chicago; mine-run, \$1.25 f. o. b. the mine or \$2.05 f. o. b. Chicago; egg and lump, \$1.75 f. o. b. the mine or \$2.25 Chicago.

CLINTON coal is selling this week for practically the same price as prevailed last week. The supply of this class of coal coming into this market has not changed and the demand continues firm. Mine-run has been worth \$1.10 f. o. b. the mine or \$1.80 f. o. b. Chicago; screenings, 45c f. o. b. the mine or \$1.15 f. o. b. Chicago; inch-and-a-quarter lump, \$1.50 f. o. b. the mine or \$2.20 f. o. b. Chicago; four-inch lump, \$1.75 f. o. b. the mine or \$2.45 f. o. b. Chicago.

BRAZIL BLOCK operators are experiencing greater difficulty with car shortage than last week. The reconsigning regulations of the roads are also hampering shipments. Many country points have had orders in for weeks which are still on file, owing to the fact that they are out of the 150-mile limit and it is not possible for sales agents to secure cars for reconsignment. Prices maintaining are \$2.40 f. o. b. the mine or \$3.20 f. o. b. Chicago for open cars and \$2.50 f. o. b. the mine or \$3.30 f. o. b. Chicago for box cars.

#### Ohio Coals Active.

PITTSBURG No. 8 has not notably changed in demand during the past week. Country business is good, but the car supply has not perceptibly increased. Very little spot coal of this description is obtainable: Inch-and-a-quarter lump is worth \$1.75 f. o. b. the mine or \$3.40 f. o. b. Chicago.

JACKSON HILL operators are getting very good service over the Pan Handle and Lake Shore railroads and shipments are a little easier than last week. The demand continues about the same and prices have not changed and are maintaining at \$2.75 f. o. b. the mine or \$4.40 f. o. b. Chicago for open cars and \$2.85 f. o. b. the mine or \$4.50 f. o. b. Chicago for box cars.

HOCKING coal is coming into this market very freely, owing to the close of navigation. Some operators, it is claimed, have accepted prices below the circular, and others state that the circular has been maintained. If severe cold weather does not come in the near future it is anticipated that there will be a falling off in the demand for this product. The price of real thick vein Hocking coal is maintained at \$2.00 f. o. b. the mine or \$3.65 f. o. b. Chicago in open cars and \$2.10 f. o. b. the mine or \$3.75 f. o. b. Chicago in box cars.

#### West Virginia Splint Strong.

KANAWHA coming into this market is not plentiful. The price continues firm. Winifrede is in good demand and this also characterizes the state of the market on Black Band. Three-quarter-inch lump is worth at the mines \$1.65@1.75 or \$3.55@3.65 Chicago; inch-and-a-quarter lump has been bringing \$1.75@2.00 f. o. b. the mine or \$3.65@3.90 f. o. b. Chicago.

POCAHONTAS coal is selling at circular prices. Mine-run is more active than last week. The eastern demand is having its usual effect in strengthening the state of the market on smoke-



less product. The car situation has not notably changed from the conditions which characterized it last week. Domestic lump is worth at the mines \$2.25 or \$4.30 f. o. b. Chicago; mine-run, \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago.

FAIRMONT coal is in a little weaker demand than last week. The car shortage is acute and the supply of coal coming into this market is lessened on account of labor troubles. The demand is somewhat abated, owing to the close of navigation, which has thrown more coal on the market and therefore helped to relieve the shortage on contracts. Three-quarter-inch lump is worth \$1.50 f. o. b. the mine or \$3.40 f. o. b. Chicago; gas coal, f. o. b. the mine, has been selling at \$1.85 or \$3.75 f. o. b. Chicago.

NEW RIVER operators claim that the eastern demand has tended to strengthen the mine prices on all grades. Mine-run is strong at \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago. New orders are not being accepted at the mines for less than \$1.50. Egg is worth \$2.00@2.25 f. o. b. the mine or \$3.05@3.30 f. o. b. Chicago. Three-inch lump, \$2.15@2.25 f. o. b. the mine or \$4.20 to \$4.30 f. o. b. Chicago, firm demand. The state of the

market on egg, however, is weak. Inland orders are way behind and it is not anticipated that operators will be able to catch up with booked orders before the first of the year.

#### Pennsylvania Product Weak.

Youghiogheny coal has suffered a decline this week, owing to a large amount of the product coming into this market as the result of the unusual demand last week on the part of one of the largest city corporations. There was also a predominance of coal left over at the close of navigation. This condition, it is anticipated, will prevail for only a few days. Prices range from \$1.50@1.60 f. o. b. the mine or \$3.40@3.50 f. o. b. Chicago.

#### Kentucky Coal Scarce.

The products of the Kentucky mining district is practically out of this market, owing to the excessive car shortage. The high prices offered for this kind of coal in the southern market has tended to mitigate the supply coming into Chicago. Domestic lump is worth from \$4.25@4.50 f. o. b. Chicago, very strong demand.

The maintaining price on cannel product in the Chicago market is \$5.15, although very few orders are being filled. Of course, a few cars are received each day, but sales agents are months behind on their orders. Premiums are offered in many cases, but are not accepted because this class of coal could not be obtained for any money, and sales agents prefer to fill requisitions in the order of application.

#### Coke in Firm Demand.

The supply of all sizes of domestic coke coming into this market is not sufficient to meet the constantly increasing demand. The open market is being sought by contractors, who are finding but little of the product. West Virginia Wise county seventy-two-hour coke is worth \$6.50; By-product foundry, \$6.50; By-product domestic, \$5.00@5.25; Connellsville seventy-two-hour coke, \$6.90; West Virginia seventy-two-hour product, \$6.15; West Virginia seventy-two-hour product, \$6.15; West Virginia forty-eight-hour coke, \$5.65. All the above quotations are f. o. b. Chicago. State of the market is very firm and strong on domestic sizes.

## Market Conditions and Gossip from Cincinnati.

OFFICE OF THE BLACK DIAMOND,  
CINCINNATI, OHIO, Dec. 22, 1906.

The very much colder weather of the past week has had a very noticeable effect upon the general market, and it is a welcome ally to the shippers and dealers who have been holding their coal for former prices. It is undenied that there has been some pretty soft spots in this market during the past two or three weeks; but, as noted last week, the producers and shippers have been standing pat on former prices, with the hope that a spell of real winter would come along and help them out. The winter has come and the result is exactly as anticipated. Where there was apparent weakness in the market last week there is now considerable strength. Where strength was shown last week, it is all the more apparent now.

#### Smokeless Shows Greatest Improvement.

Without exception, every selling agency in the smokeless coal business reported today that there had been great improvement in the demand for Pocahontas and New River coals during the past few days. As noted from time to time, there was no great danger of a real slump in the smokeless market, but there was considerable uneasiness in some directions, and every coal man of any experience has seen markets go to pieces in the past on less provocation than has existed here during the past two weeks. Now there is a healthy demand for both Pocahontas and New River coals again, and with the probability of reasonably cold weather during the next ten or twelve weeks, and the immediate prospect of a greatly lessened production during the next two weeks on account of the holidays, there is every reason to believe that the present strength in the smokeless market will be easily maintained, and that there is greater likelihood of higher prices than lower prices for smokeless coal. Two dollars and twenty-five cents a ton at the mines is the current quotation on Pocahontas and New River lump and egg, with run-of-mine worth from \$1.35 to \$1.50 a ton at the mines.

#### Splint Firm at Former Prices.

As intimated in the foregoing, there has been no great weakness in the splint and steam coal market at any time during the past two months or more. The demand for these coals is still good, and the unusually severe weather of the past week has had a further tendency toward strengthening an already firm market. It is doubtful if a carload of good splint lump coal can be bought in this district for less than \$2 a ton at the mines, while the range of prices for the usual sizes and grades of lump range as high as \$2.25 a ton at the mines, with favorite registered brands of block and other extra coarse lump selling as high as \$2.50 a ton

at the mines. Numerous producers who are able to reach the extreme south with fancy brands of lump coal are getting as high as \$3 a ton for coal at the mines. These are unusual cases, however, and have no bearing upon the local situation. Splint and steam run-of-mine range from \$1.20 a ton at the mines to \$1.40 and \$1.50.

#### Nut and Slack Are Very Scarce.

Steam coal for stoker use is just now scarcer than it has been at any time before this season. So few concerns have any "free" nut and slack that there is just now practically none in the market, and quotations on this grade of fuel are therefore of little use. There is no doubt, however, but that good nut and slack would bring \$1 a ton in limited quantities at present. One reason for this state of affairs is that a great proportion of large steam plants are now equipped with automatic stokers, and it is absolutely necessary to have fine coal for their use, even if it cost as much or more than lump.

#### Car Supply Shows No Improvement.

While it was not expected that an inquiry among the producers and shippers would show the car supply of this district any better this week than formerly, a general canvass was made with the result that the car supply is worse rather than better. The coal men have given up all hope of better service from the railroads, and on the other hand, they rather expect it to be worse as the winter progresses and the weather conditions become more unfavorable. There is very little if any difference in the execrable service of the Chesapeake & Ohio, the Norfolk & Western, the Louisville & Nashville and the Baltimore & Ohio railroads in this respect.

#### Coke Moving in Larger Quantities.

The unprecedented demand for steel and iron products has made a corresponding demand for coke, and, as might be expected, the general coke market shows great strength. For many weeks past the coke business has been greatly hampered, just like the coal business, by a woeful lack of cars. Contrarily enough, the week just past shows a great improvement, and the amount of coke that has come forward from the ovens has been very gratifying to the makers of this staple product. Prices are unchanged, foundry coke of standard quality being quoted \$4@4.25 a ton at the ovens, and furnace \$3.50 or a little less. No spot coke is obtainable. Purchases must be made at market quotations, and shipments are made when possible.

#### Retail Trade Much Improved.

The close-to-zero weather of the past few days has forced a multitude of persons to buy coal, and the strictly retail business of the city has been

quite good for several days. The part of the trade to benefit most by the severe weather has been the "peddlers," small dealers who have one or two horses, and who buy by the ton or two from the elevators, and sell by the bushel to the very poor residents of the city. These ubiquitous merchants charge eighteen cents a bushel for coal delivered in all parts of tenement houses, even carried to the fourth floor. It is surprising the large amount of coal that is sold from day to day in this manner. In the regular retail trade no change of prices has occurred. Pittsburg, Kanawha, Thacker, Fairmont, Jellico and other such grades of domestic lump coal sell for \$3.50 a ton delivered, while Pocahontas and New River are worth \$4.25, and anthracite \$7.50.

#### Heavy River Shipments Continue.

The continued navigability of the Ohio river for several weeks has permitted the river shippers to market an almost unprecedentedly large amount of coal during that time. One of the head men of the largest shipping concern on the river was seen by THE BLACK DIAMOND man the other day, and he made the statement that with one exception, the present six weeks' shipment of coal from headwaters is the largest in the history of the navigation of the Ohio river. These shipments, while attended with considerable loss on account of collisions and other accidents, are considered to have been remarkably successful. The great bulk of the coal that has come down the river during the past month has been taken further south, but enough has been stopped here to insure the river dealers of a fair supply for some weeks to come, even if the river should fall below a navigable stage again, or freeze over, as it is liable to do at this time of year. River lump ranges from 7¼@8½ cents a bushel, while nut and slack are scarce at 5½@6 cents a bushel afloat in barges.

#### NEWS NOTES AND PERSONALS.

Paul H. Hesser, head of John T. Hesser & Co., went to Richmond, Va., Monday of this week on business connected with his concern.

M. T. Roach, president of the New River-Kanawha Fuel Co., one of the largest producing concerns in the country, spent several days here this week.

E. P. Mucklow, secretary and treasurer of the New River-Kanawha Fuel Co., was the guest of C. E. Fultz, manager of the local offices for several days this week.

J. W. Tuohy, traffic manager of the New River Consolidated Coal & Coke Co., returned Wednesday from an extended trip over part of his district. He spent some time in Detroit and Toledo.

C. E. Fultz, manager of the Cincinnati office of the New River-Kanawha Fuel Co., returned a few days ago from a week's trip to Charleston, W. Va., and the company's mines in the Kanawha district.



Capt. William H. Crump, master of transportation of the Monongahela River Consolidated Coal & Coke Co., spent several days here this week looking after his several towboats in the middle part of the Ohio river.

The immense new coal elevator of the Island Creek Fuel Co., at Sekitan, a few miles below Cincinnati on the Ohio river, is now elevating coal, but it will not be working up to its full capacity for several weeks yet.

The Marmet-Halm Coal & Coke Co., exclusive producers of "Raymond" coal, and the Black Band Coal & Coke Co., exclusive producers of "Black Band," both names being registered trademarks, are preparing to prosecute all dealers and others who persist in selling inferior coals as "Raymond" and "Black Band."

George W. Johnson, formerly of Calder & Johnson, the Norfolk & Western Coal Co., and now with the Ilinsch Coal & Coke Co., has resigned

his position with the last named concern, and will, on January first, go on the road as salesman for the Marmet-Halm Coal & Coke Co. Mr. Johnson has had wide experience in the coal business, and is quite popular in the trade. His friends are congratulating him, too, upon his connection with such an excellent company as the one which sells "Raymond" coal.

The Glen Alum Fuel Co., having outgrown its present quarters, has moved into the larger suite of offices known as 1309 and 1310 Union Trust building. W. P. Slaughter, vice-president and general manager of this concern, built up its business from nothing to its present large proportions, and although he is one of the busiest men in the coal business, he always has time to say a few pleasant words to everybody, and he never seems to be in a hurry. If there were more men like him, the coal business would be on a much higher plane than it is.

It is certainly within the police power of the state to adopt a uniform system of weights and measures and to require all persons whose business transactions require the use of the same to conform thereto.

#### Must Not Use Screens.

The operators are prohibited from using screens or other device which shall take any part from the value thereof, showing the intent of the legislature to protect the miners from the use of any device by their employers to deprive them of the value of their labor on the basis of the quantity mined as per contract.

There is nothing in this statute which contravenes the provision in our state, the federal constitution securing to all persons liberty and equality of rights under the law.

That the law applies only to mine owners, lessees or operators of coal mines where ten or more men are employed underground does not suggest it to the interdiction of the constitution.

Bennet Brown, commissioner of the Southwestern Operators' association, left for the scene of the trouble last Saturday. He has arranged for a meeting here of the operators and miners affected by the decision and an effort will be made to come to some sort of a settlement.

#### Prices in the Section.

While the market has remained comparatively steady in Kansas City throughout the past week, prices are soaring in other parts of the section. The big operators, who have headquarters in Kansas City, say that they do not intend to take advantage of the consumers by raising the price of coal because there is such a shortage, but among the smaller dealers this disposition is not so much in evidence, inasmuch as the majority of them are getting just as much for their coal as it is possible for them to get. In Pittsburg one of the principal coal centers of Kansas, the market has advanced 25 cents per ton. The Pittsburg operators and dealers are now quoting mine-run coal at \$2.75 per ton and the lump coal at \$3.00. It is predicted that the lump coal will reach \$4.50 per ton on the Pittsburg market before the winter is over unless present conditions are relieved. This would be high water mark in the coal industry in Pittsburg.

#### The Car Shortage Question.

Car shortage continues to be a most serious question. Carr W. Taylor, attorney for the Kansas state board of railroad commissioners, has announced that he will try a new plan to get coal to the small towns along the Rock Island in the southwest. There is no coal in Langdon, Reno county, and at several other points. Mr. Taylor will call on the Rock Island officials and ask that a special train with a full crew be detailed to haul coal for three days to that section of the state, which seems to be suffering the most from the coal famine. Mr. Taylor will ask that other freight be neglected by one engine and train crew. The coal at the mines can be furnished as rapidly as it can be hauled away. Mr. Taylor expects to be able to show that there are plenty of cars for this business, but not enough motive power, and will ask for special equipment. This is the same method as announced by the northern roads to relieve the coal famine. Letters from business men announce that whole trainloads of coal are standing on the sidings because the company has not sufficient motive power to move them.

With the view to organizing the receivers of freight in carload lots, and especially the coal dealers, for the purpose of combating the railroad plan of changing the present car service rule, a meeting of one hundred and twenty-five business men was held last night in this city. P. McDaniel was elected president of the organization, which is to be known as the Missouri and Kansas Shippers' association. Plans for the organization were discussed and it was decided to appoint committees which will present the shippers' side of the question

## The Ohio Coal Trade.

CLEVELAND, OHIO, Dec. 19.—(Special Correspondence.)—The reaction following the close of navigation has been more severe in this market than was expected. Usually enough coal is left on track at the docks here to demoralize prices for several weeks after the cessation of shipping, but this year it was thought that all lake coal would be completely cleaned up. Even at the end of the week shippers said they would load all the lake coal on hand, but it seems that the railroads had determined upon clearing the sidings and way points and all day Sunday and Monday coal arrived in considerable quantities. The result was that the price of steam coal tumbled to \$1 and \$1.15 a ton, lower figures than have been used for some time. But after all, the quantity of coal was not so great—nothing like it has been in times past. The number of cars left has been variously estimated at from 500 to 1,000, which is in reality of little moment, when it is remembered that previous to their arrival there was comparatively no coal on the market. The fact that buyers were looking for a slump, because they had become accustomed to such things, and their knowledge of the arrival of a few trains of coal that could not be loaded for lake combines to shove the price down.

Producers feel in a general way that the demand will be as great as ever within a week or two. They say that the call for coal from points at a distance will detain cars and that they will be as scarce as when engaged in supplying the lake trade. The scarcity of fuel in the northwest will probably take many cars in that direction and they will be some time in getting back. Then there are other markets nearer home that must be taken care of, and steam consumers and dealers in the smaller towns who have been running in a hand-to-mouth manner for some time. The producers want to take care of these people, as well as their patrons in the large cities and get them into better shape. All this will give the railroads

business and keep the cars constantly engaged as in the past. The supply, it is believed, will not be great at any one point and the prices must be kept up to a fair figure.

The last boats for Milwaukee and Lake Michigan points were loaded here Sunday. Previous to that the Glens Run Coal Co., Drake Coal Co., the J. W. Ellsworth Co. and some of the others had completed their shipments and some of the loading machines had been closed down. The Pittsburgh Coal Co. loaded a vessel Sunday and succeeded in cleaning up all the coal that had arrived. In fact, all shipments from a number of roads had been cleaned up on Saturday.

Regarding the local situation, I. C. Goff, of the Goff-Kirby Coal Co., has been quoted as follows: "No serious car shortage exists here at this time and none has existed this winter sufficient to affect coal prices. An increase in price above the present figures is unlikely." Mr. Goff said he could not speak as to the cause of the coal shortage in other portions of the country, whether it was produced by refusal of the railroads to use haste in returning unloaded cars to the mines or not. P. J. Burton of the Burton, Beidler & Phillips Co., said that the shortage here has not increased within the last month or two, nor has it decreased. Shippers have not been able to get as many cars as they needed since August. Mr. Burton said that there is now plenty of coal at the junction points of the railroads, but that there is not sufficient power to move it. This opinion seems to prevail among the shippers in the city. They fear that the engines, which have been used so constantly for months, often overloaded, will give out at the first severe cold spell and have to go to the shop. This would of course cripple the roads materially. Because of the short distance of this city from the mines there is not much fear of a serious shortage in domestic coal, even if the roads should become weak on power.

## Missouri River Coal Trade.

KANSAS CITY, Mo., Dec. 22.—(Special Correspondence.)—The most important news development in the southwest this week was the announcement that the mines in Huntington, Hartford, Denning and Spadre, of District 21 in Arkansas, had shut down because of the decision of the supreme court declaring the screen law constitutional. All of the mines which have been running on a lump coal basis have closed down, throwing several hundred miners out of employment.

The supreme court rendered a decision in the case of John McLean against the state, involving the validity of the screening act passed by the last general assembly. The court held the law constitutional.

In his opinion Justice Wood held that this legislation was clearly within the scope of the

police power. The obvious purpose of the act is not to prevent the parties from contracting in any manner they deem proper for the production of coal, but rather after they have contracted for this production according to the quantity is ascertained by a fixed and definite standard by which neither of the parties can be defrauded.

#### Entitled to Full Weight.

In other words, the miner, having contracted with the owner to produce a certain amount, is entitled to have such quantity ascertained by the legal rate or system of weight adopted by the state of Arkansas, and that after having the output passed which would take any part from the value thereof.



to the Interstate Commerce commission and this winter to the legislators at Jefferson City.

#### NOTES.

A dispatch from Norfolk, Neb., to Kansas City today says that a cold wave has struck that section and that coal is very scarce in the Rosebud reservation. Settlers are paying \$18 a ton for soft and \$20 a ton for hard coal.

The miner delegates to the federation of labor, which just closed at Fort Smith, Ark., failed to reach any conclusion on the problem of making Arkansas a separate district in the United Mine Workers of America. The feasibility of several plans was gone over, but the majority of the men favored the present system and for this season at least the district will stay with the other states.

Indications are favorable for a new coal field to be opened up south and east of Wier City, Kas. Prospecting was begun this week by

the Hamilton Coal company on the eighty acre farm of T. H. Bowman, one mile east and a mile south of the city. The coal company has obtained an option on the farm and on others in the vicinity and will prospect on the properties. Several years ago coal was found in that locality at a depth of about 200 feet. The vein, however, was small and was not worked long.

A report has just been completed showing a comparison of the tonnage carried in the last year by the different railroads which do business in Kansas. The following shows the shipments of coal originating on all the lines in the state during the last year:

Santa Fé—2,340,929 tons.  
Frisco—2,286,631 tons.  
Missouri Pacific—928,956 tons.  
M., K. & T.—774,131 tons.  
Kansas City Southern—332,641 tons.  
Union Pacific—66,757 tons.  
Rock Island—22,648 tons.

## Kentucky Coal Trade.

LOUISVILLE, KY., Dec. 22, 1906.—(*Special Correspondence*).—Great confusion in shipments, the laying and raising of embargoes, increasing shortage of cars, erratic price movements and a general feeling of uncertainty were the foremost features of the Kentucky and Tennessee coal market during the past week. The demand for domestic coal both in the cities and the small towns showed a decrease, while the clamor for steam coal continued unabated. Record prices have been realized during the week for nut and slack, steam and run-of-mine coal, sales having been made as high as \$1.50, \$1.75 and \$2 respectively for Louisville & Nashville delivery, and \$1.75, \$2 and \$2.50 for Southern Railway delivery.

The market in Louisville, which seems in nowise to reflect general conditions, is extremely quiet, although a few days of cold weather caused a light flurry of business for retailers. Louisville, however, has been the scene of further activities on the part of the State Railroad Commission, including a hide-and-seek game with Western Kentucky operators, whom the commissioners wished to interrogate in regard to the car situation on the Illinois Central railroad, which is believed to be worse than ever known before in the annals of that system.

While a number of these operators were in session at the Old Inn, ostensibly to discuss the establishment of a washery, Chairman C. C. McChord received a dispatch from the Interstate Commerce Commission in Washington, suggesting that he look into the Illinois Central situation, and the energetic commissioner immediately issued subpoenas for the operators at the hotel. When the deputy sheriff arrived to serve the papers, however, only two witnesses could be found, Hywell Davies and William Eades, and recognizing the futility of questioning unwilling witnesses, Chairman McChord temporarily abandoned the investigation, with the statement that he will keep a very close eye upon matters and will communicate with James M. Harlan, of the Interstate Commerce Commission, in regard to further action. It was intended that the Kentucky operators be asked to Chicago for the hearing in that city.

It is estimated that during the past week the Southern railway operators have received about thirty per cent, the Illinois Central operators about fifty to sixty per cent and the Louisville & Nashville operators between seventy and

eighty per cent of their car requirements. In view of the overstocked condition of Atlanta, where heavy shipments of domestic coal have not been unloaded and disposed of promptly, the Louisville & Nashville has declared a temporary embargo against that point, but shipments may still be made through Atlanta to points on the Georgia railroad and Atlanta and West Point railroad. The closing of Atlanta, however, has diverted a good deal of domestic coal and the price has declined considerably. Southern railway coal, however, especially Blue Gem, has recovered during the past week with diminishing car supplies, and occasional sales are still being made as high as \$4 to \$4.25 f. o. b. mines, Jellico, Tenn.

While a number of the cities and towns may be said to be fairly well stocked with coal, the general outlook discloses supplies of coal through Kentucky, Tennessee and the south, which must be regarded as entirely inadequate in view of the precarious car situation and the likelihood of severe winter weather. Another factor, which cannot be entirely overlooked, is the shortage in output always incident to the holiday season.

The hand-to-mouth habits of coal consumers were roundly scored yesterday in interviews given out by F. H. Harwood, manager of coal traffic for the Illinois Central, and A. H. Egan, superintendent of the Louisville division. The Southern press has voiced this opinion prominently, and it is believed that this winter of scramble and confusion will result in putting the coal traffic henceforth on a more normal basis the year around.

#### PERSONAL NOTES.

T. T. Pace, of the Pace Coal Co., Jellico, Tenn., spent several days in Atlanta.

The new Lynn Camp mine near Roseland, Ky., has been shipping coal during the week.

R. O. Campbell Coal Co., of Atlanta, are operating at their new mine at Westburne, Tenn.

Ben A. Morton, manager of the H. T. Hackney Coal Co., and J. J. Keily of the Bituminous Coal Co., both of Knoxville, Tenn., were in Atlanta on business during the week.

F. F. Snead, of Snead & McGuire, is on a hunting trip with Milton H. Smith, Jr., and a party of friends on the private car of President Smith, of the Louisville & Nashville.

that the day of gas is almost done, unless they submit to prohibitive prices.

The gas companies prefer the domestic trade because they get better prices than they do from manufacturers at the regulation wholesale rate. There is sharp competition for gas in the field, and gas can be sold at the wells hereabouts for 15 cents per 1,000 cubic feet now without trouble, or just the maximum price for delivery at the door of domestic consumers a few years ago. Gas is preferred by potteries, glass houses and iron and steel mills, as well as other industrial plants, but the recent advance in price, combined with the uncertainty of the supply, is turning the attention of consumers to coal. In this way a large increase in the local coal trade is assured very soon.

#### To Prevent Waste in Coal.

Dr. I. C. White, the state geologist, who has been conducting a campaign against the waste of natural gas in West Virginia, a waste that is criminal in some cases in the fields, where large flambeaus are burned night and day without necessity, and other waste permitted at the wells to save time, has begun a fight for economy in coal production, and opened his campaign a few nights ago before the Charleston the economies around European mines, and said the time would come when the United chamber of commerce. He called attention to States would have cause to regret present reckless methods about mines and tipples. Among other things he suggested greater care in the dumping of coal, so that the lumps would be preserved instead of being crushed frequently into slack and dust by crude handling. When Dr. White began his crusade for natural gas preservation ten years ago he had small audiences, and similarly coal men are not disposed to get alarmed now, but his words may be recalled as his gas predictions now are.

#### Another Injunction to Enforce Rules.

Although Deputy Inspector Warner failed in his effort to close the Pawama mine by injunction, on the allegation that it was negligent in ventilation, Deputy Inspector E. V. Byrne, of the Wheeling district, has gone into court to enjoin the Elm Grove mine for failure to provide certain safeguards. The injunction proceedings hang fire, pending an investigation of the company's claims that its mine is suitably equipped. The mine has been embarrassed by a strike for several months and has opposed inspection through fear of trouble. It set forth in court that it feared the use of dynamite by irresponsible persons accompanying the inspector. On his assurance he will be allowed to visit the interior. In the meantime the strike is unchanged and there has been no recurrence of last week's rioting.

#### FIELD NOTES AND PERSONALS.

The Hartford Coal Co. has been incorporated by J. M. Hartley, Fairmont, and others of Hartford, to operate at the town of that name in Jackson county, on the Ohio river.

Work on the coal shaft for the Davis Coal & Coke, near Fairmont, has been suspended for the winter. This decision follows the removal of the company's offices to Thomas. The shaft is to be sunk 450 feet to strike the Pittsburg seam. Operations will be resumed in the spring.

The Alpha Coal & Mining Co.'s property in Putnam county, in the Kanawha & Michigan Railroad, is to be sold at auction to satisfy claims. The mines were opened two years ago by Pittsburg parties. L. T. Yoder, one of them, had the sale ordered to make good a mortgage of \$73,000. The property includes the Pittsburg seam, but for some reason it has not been a paying investment so far.

Michael Gallagher has purchased the control in the Glens Run Coal Co., having three mines in the Eastern Ohio district. At first it was reported that the purchaser was the M. A. Hanna Co., but this was without foundation. Mr. Gallagher has had considerable experience in the mining business, but of later years has followed banking and investments. He is associated with E. W. Oglebay in the deal. As a result Thomas Young, the general manager, will retire for a year at least, and will take a well-earned vacation in Europe.

## West Virginia Mining News.

WHEELING, W. VA., Dec. 19.—(*Special Correspondence*).—Prices remain at the same satisfactory level, but the matter of car supply continues to be the thoughtful topic. And there is really nothing new to say on that score. The general situation can be covered with the remark that there is nothing new.

#### Gas Decrease Brightens Local Prospects.

Mention has been made previously of the

alarm felt over the gradual decrease of the West Virginia gas belts. That the reality is being brought home is illustrated by the higher prices asked for the fuel in Wheeling, in other parts of West Virginia, and especially in Pittsburg, which is supplied with West Virginia gas. Already the Wheeling district coal operators are beginning to see the effects. Steel mills and iron furnaces in this section of the Ohio valley are suffering from gas shortage and are preparing to equip their plants for coal, realizing



## The Detroit Coal Trade.

DETROIT, MICH., Dec. 22.—(Special Correspondence.)—As usual just before the holidays, the market in this city is rather dull and prices are inclined to weakness. The big companies as a rule are not selling much spot coal. In fact, they are not in condition to look for new business, but if it comes their way they don't turn it down. They take what is offered, but are not hunting for it. Aside from the domestic trade there is very little doing. The cold weather, which appears to have come to stay awhile, has had the effect of increasing the demand for domestic. It was reported here today that the circular price of Jackson Hill had gone up to \$2.90 at the mine, which is an advance of fifteen cents. Other grades of domestic, however, remain at the same figures as last week.

### Motive Power Lacking.

The car situation is not improving any, so far as bituminous shipments are concerned. Local shippers, however, have ceased to call it the "car shortage." In their minds it is now the "motive power shortage." As one man expresses it, "Mismanagement and lack of engines are the two chief causes of the trouble. Out in the state I have been told by dealers that, after they have unloaded cars, they will remain at the sidings all the way from five days to two weeks, before they are hauled away." Another shipper is angry enough to do violence to the managers of the Pennsylvania road, which, he says, will furnish the mines only gondolas and will not allow the hopper cars to leave its tracks." Here's a chance for the Interstate Commerce commission to butt in," remarked the irate shipper. "It is an outrage."

An embargo went into effect at Toledo on the Michigan Central by the Hocking Valley and Ohio Central roads. This was done, it is said, because the M. C. has been so heavily taxed that it was not able to handle the cars of the other roads. Now it will be given a chance to clean up.

As for the free coal on track, the tracks of Detroit are so badly congested with all kinds of merchandise that it is almost impossible to find the coal cars. The switching service has been abominable of late. Delivery of coal to destination after it has arrived in this city is considered quick dispatch. However, the Pere Marquette has announced through the papers that it is going to give better service from now on, stating officially that it has plenty of motive power and new cars have been received.

Locally the anthracite situation is easy, but out in the state of Michigan there is a big demand for chestnut that presages trouble, if the cold weather continues. However, the companies, by inducing dealers to take stove coal in larger proportions than usual, have been able to keep them supplied. Nobody is suffering yet, though it is no uncommon thing to see a man living in one town driving to a neighboring town, five or six miles away, to buy a load of anthracite.

### GENERAL AND PERSONAL NEWS.

J. O. Lavenberg, manager of the C. B. Grandy Coal Co., of Toledo, was in this city Wednesday.

This morning another coal boat passed up. If it is bound to Duluth, it is a safe bet that it won't get there.

James DeWolfe, northern sales agent of the Pittsburgh and New Pittsburgh Cos., was in this city last Monday.

C. J. Andrews, Detroit representative of the Sunday Creek Co., returned today from a two days' stay in Columbus.

On Saturday night all the salesmen of the big companies of this city will come in to spend the holidays. It is the present intention to send them all out again after January first.

E. J. Corbett received last Thursday the last 1,000 tons of coal for the Detroit Water Works. It came on the steamer Kongo, and is the last cargo of coal of the season to reach this city. As it steamed up the river it met the ice drifting down.

fact, comparatively few laid by a supply for the winter and they are now dependent on the railroads for what they can get. Many of them do not have as much as two or three car loads on hand at this time. With the present crisis in transportation affairs, dealers here say it would be extremely difficult to prevent suffering throughout the state if there should be a cold wave.

The surprising feature of the situation is that there has not been a stiff advance in prices at the mines and to the domestic consumers. Several large dealers here said today that they haven't attempted to get any new business for six weeks; that it required all their time and energy, under the circumstances, to half fill their contracts. "We don't want any new business now" is the remark most of them make.

There is a ready market for all Indiana coal offered here and elsewhere in the state, and many operators have abandoned their contracts and are selling what little coal they get out to whoever they can deliver it to most conveniently and quickly.

### No Advance in Prices.

Run-of-mine is ranging from \$1.10@1.25 a ton at the mines. A few car loads have been sold above \$1.25 lately. The best domestic lump has been ranging from \$1.75@2 and screenings from 75@80 cents. The demand is steady for all grades at the mines.

The large local retail dealers are quoting the following prices to the domestic consumers:

Anthracite, nut ....	\$8.00	Winifrede, lump ....	\$4.75
Anthracite, stove ...	5.00	Jackson, lump .....	5.50
Anthracite, egg ....	8.00	Jackson, slack .....	3.25
Anthracite, grate ...	8.00	Hocking Valley, lump	4.50
Pocahontas, fork lump	6.25	Linton, No. 4 lump...	3.50
Pocahontas, shovel	.....	Linton, egg .....	3.50
lump .....	5.50	Brazil, block .....	4.25
Pocahontas, mine-run.	5.00	Falling Rock, cannel.	6.00
Pocahontas, nut and	.....	Blossburg smithing ..	5.50
slack .....	3.75	Indiana slack .....	2.00
Kanawha, lump ....	4.75	Lump coke .....	6.00
Kanawha, nut .....	4.25	Crushed coke .....	6.50
Kanawha, slack .....	3.25	Oven egg size coke...	6.00
Pittsburg, lump .....	4.75		

### GENERAL AND PERSONAL NOTES.

Mandaback Bros. are said to have struck a good vein of coal south of Washington, in Daviess county. They are said to have a vein six and a half feet thick underlying a four hundred-acre farm.

Karl H. Bierach, manager of the Cincinnati Coal & Coke Co., has been conferring with operators along the Southern road relative to a plan to build large docks at Evansville and to make it a distributing point for southern Indiana operators. The deal, it is said, would involve an outlay of over \$150,000.

### Foreign Freight Rates.

W. W. Battic & Co., Produce Exchange, New York, report as follows:

Tonnage, that will entertain export coal, is still scarce, and but little chartering is being completed, the scarcity of coal also influencing the curtailment of this business.

Among the recent charters were the steamer 'Egholm,' 729 tons register, Newport News to Bermuda at \$1.75, and steamer Grib, 907 tons register, Baltimore to Curacao at \$2.25, charterers paying foreign port charges.

We would quote freight rates by steamer, as follows: \$1.45@1.50 to Havana or Matanzas; \$2.00 to Cardenas or Sagua; \$1.55@1.65 to Cienfuegos; \$1.65@1.75 to Daiquiri; \$1.75@1.80 to Santiago; \$1.70@1.75 to Colon; \$1.90@2.00 to Port of Spain, Trinidad; \$2.00 to St. Lucia; \$1.70 to St. Thomas; \$1.95@2.00 to Barbados; \$1.65@1.75 to Kingston; \$1.50@1.60 and p. c. to Curacao; \$1.90@2.00 to Guadaloupe; \$2.40 to Demerara; \$1.75 to Bermuda; \$1.60@1.65 to Vera Cruz; \$1.60@1.65 to Tampico; 17@18s to Bucnos Ayres; 18@19s to Rosario; 17@18s to Rio; 18@19s to Santos; 12@13s to a direct port in the Mediterranean, not east of the west coast of Italy, Spain excluded; \$5.00@5.25 and discharged to Manila; \$6.00 to Japanese ports.

It is feared an explosion which occurred recently at the No. 19 mine of the Degnan & McConnell Coal Co., Wilburton, I. T., caused the loss of several lives. The mine has been known for a long time as a veritable death-trap and so far this year nineteen deaths have occurred at the colliery.

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., Dec. 22.—(Special Correspondence.)—The continuation of the car shortage that has existed to an aggravating degree for the past three months has prevented any change in the Indiana coal trade during the last week. Conditions are, in fact, about the same as they have been since the first of November, when there was a slight advance in prices among the retailers here and at other large centers in the state. So far as the operators are concerned, many of them because of inadequate transportation facilities, have been obliged to cancel most of their contracts and to cease reaching out for new business. Prices at the mines have not undergone a change for some time and it seems to be the general opinion that there will not be a marked advance unless there should be a severe cold wave. Many members of the trade declare without hesitation that if there should be a sudden cold wave that would last ten days, there would be the worst fuel famine Indiana has experienced in many years.

### Car Situation Unchanged.

The indications are that the Southern Indiana's embargo against the Big Four will continue indefinitely; at least until the legislature strengthens the railway commission law so that the commission can tell the railroad companies what to do and then compel them to obey its decisions. The Southern Indiana is delivering a considerable amount of coal to the C. & E. I. at Terre Haute, but it is going to the Chicago market and is not helping to relieve the shortage in Indiana. It is understood that the suggestion of the railroad commission that the Southern Indiana deliver coal at Westport for the gas belt trade is being completely ignored on the ground that the Southern Indiana is afraid that the Big Four will not return its cars promptly.

The E. & T. H. roads have been delivering a

few cars daily to the Big Four at Terre Haute, but not enough to cut any figure in the market. Operators say that the Big Four is practically out of the coal business on account of the embargoes against it and that no coal is being consigned to the gas belt cities over it. They say, however, that the Vandalia is giving fairly good service to the mines along its lines. In fact, the operators on the Vandalia are getting the cream of the business, as the road is moving coal promptly, enabling its operators to keep their properties busy nearly straight time.

The Pennsylvania and Lake Erie & Western are taking a little Indiana coal into the gas belt, but not enough to supply the demand. The gas belt is being compelled to get more coal from West Virginia and Pennsylvania than ever before at this time of year. It is costing the dealers and large consumers there about the same at the mines as the best Indiana grades would cost, but the freight rates are about three times as much as they would be on Indiana coal. Dealers here say that owing to the car shortage the Hocking Valley operators have not done as well here, and throughout the state comparatively as those in West Virginia and Pennsylvania, which, they say, have not suffered so much from lack of transportation facilities. The Illinois Central has begun taking a little coal over its Indianapolis Southern branch which has just been opened to Linton and Switz City, but not enough to cut any figure in market conditions. It is not likely that it will be able to become much of a factor with the trade during the present winter.

### Retailers' Supply Short.

Several dealers here say that a cold wave would soon cause great suffering throughout the smaller cities in the state, as not many dealers in those places have laid in a large reserve stock. In



## Western General and Personal Notes.

J. D. Barrett, Philadelphia, Pa., with Castner, Curran & Bullitt, was in Chicago this week on business.

A. Brenholtz, president of the General Hocking Fuel Co., Columbus, Ohio, made a business trip to Chicago this week.

William H. Hockaday, representing Jewett, Bigelow & Brooks, Detroit, Mich., spent several days of this week in Chicago.

G. A. Shirley, Bluefield, W. Va., sales agent at that city for Castner, Curran & Bullitt, was in Chicago this week in the interest of the company.

J. C. Wheeler, general manager of the White Oak Coal Co., Cincinnati, spent several days in Chicago this week while on a business trip.

Big Four Coal Co. of Ledbetter, Fayette county, Tex., has been incorporated with a capital of \$25,000, to operate lignite coal mines. Incorporators: R. P. Hackworth, George Nott and George McClellan.

The Great Western Coal Co. at Heathton, Colo., having a daily output of 150 tons, are adding new machinery and equipment to increase the daily tonnage to five hundred tons. An average of sixty miners are now on the pay rolls.

Chas. Robb, general manager of the Davis Colliery Co., Elkins, W. Va., was in Chicago this week on business. He asserts that the car shortage in West Virginia mining regions is worse than at any time in the history of coal mining.

The spur connecting the C., B. & Q. railroad with the Chicago, Zeigler & Gulf railway and the property of the Zeigler Coal Co. at Zeigler, Ill., has been completed and this concern is now able to make shipments to all points on the Burlington system.

The Zeigler District Colliery Co., Roanoke building, Chicago, have completed the installation of the screens at their mine in Franklin county, Illinois, and will begin shipping prepared coal over the Burlington road on December twenty-second.

Articles of incorporation have been filed by the Brooks-Harrison Fuel Co., Boulder, Colo., which has purchased the Murphy tract of coal lands at Louisville and has sunk a fifty-foot shaft to a good vein of coal. The company expects to begin shipping January first.

The Jones Coal Co. of Hametown, Ohio, is opening a mine about a mile south of that town, on what is known as the Hammer farm. All the machinery and equipment is on the ground and work will be commenced at once. It is expected that the mine will be open in thirty days.

The Prairie Creek Coal Mining Co. of Fort Smith, Ark., has filed articles of incorporation with the secretary of state, showing a capital stock of \$25,000, of which \$10,000 has been subscribed. The incorporators are T. W. M. Brown, president; H. B. Salls, vice-president, and J. D. Chastain, Secretary and treasurer.

According to Phil M. Gallagher, manager of the Bear Creek Coal Co.'s properties, Billings, Mont., there are more than one hundred cars loaded with coal from the Bear Creek mines ready to be shipped to the various markets, and they cannot be moved on account of the alleged fact that the Northern Pacific company lacks motive power.

M. M. Kline, president of the Kline Briquette Co., 824 Missouri Trust Building, St. Louis, Mo., was in Chicago for several days this week on a business trip. He reports that his company is five months behind on its orders for briquette machinery, and he is now erecting a plant at Rockdale, Texas, where the poorest quality of lignite coal is to be used in the manufacture of briquettes.

The production of coal during the holidays no doubt will be greatly mitigated on account of the miners giving more attention to having a good time than to the mining of coal. It has been stated by some critics that America is too prosperous and labor is too well paid. Such critics allege that when labor is too well paid it can afford to lay idle. The trouble no doubt is in the lack of high ideals which would induce the

laborer to make his services most efficient to his employer.

It is reported through E. G. Hickey, a coal sales agent of Ft. Smith, Ark., that the mines at Huntington, Jenny Lind, Hartford and Denning were shut down because of the decision of the supreme court in declaring the screening law constitutional. The mines in question have been running on the lump coal basis, and it is alleged that the operators are unable to operate their mines at a profit under the screening law.

The railroad commissioners at Topeka, Kas., have sent notices to all the railroads in the state

asking for information as to the available car supply. These reports are expected to cover the number and disposition of all cars, facilities for handling and time required and the motive power in use by the roads. The board has issued the following statement of what is being done: "The board has been making a general investigation of the existing freight service condition in the state and has sent to the management of each road a request for specific information in this regard. The investigation will be concluded at an early date and the board will render a report thereof to the Interstate Commerce Commission as per its request."



E. H. Irwin.

Mr. E. H. Irwin, who has been prominently identified with the coal trade of Chicago and the west for a great many years as manager and vice-president of Hull & Co., Fisher building, Chicago, and also as secretary and treasurer of the Chicago & Marion Coal Co., operating a mine in Williamson county, Illinois, has resigned his offices in both of these companies, the resignation to take effect January first.

Mr. Irwin has taken a very active interest in southern Illinois mining operations ever since Hull & Co. acquired control of the Chicago & Marion Co. some three years ago, and has grown more and more enthusiastic over the future possibilities of that great coal field, and has now determined to cast his lot entirely with that district, and will take up his residence at Marion, the headquarters of many of the large mining companies, early in the coming year, and will devote his energies to developing his interests in that section.

Mr. Irwin is a native of Kentucky, coming to Chicago with Hull & Co. when they transferred their headquarters from Louisville to this city something over eleven years ago.

Mr. Irwin was one of the first to join the ranks of the Order Kokoal, being No. 79 of that organization. He has a host of friends in Chicago and the west who wish him every success in his new field of labor.





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**The Car Shortage Convention.** Inadequate transportation facilities have become a menace to commerce. The time is ripe for concerted action on the part of shippers. From almost every part of the country we are hearing cries of discrimination, car shortage and irrational rulings on the part of railroads relative to switching, etc. It is alleged that the freight cars are moving not as fast as the canal boats in the days of old, and that shippers everywhere are losing thousands of dollars on account of excessive delays. The real reasons for freight congestion, delayed shipments and alleged shortage of equipment, motive power or trackage, have not been fully ascertained. The commerce commission, in its investigations at various points has heard enough testimony to satisfy it that the condition of affairs is very serious and that the business interests of the country are greatly injured. In some cases it has been found that the shippers are as much to blame as the railroads. They find it cheaper to pay low demurrage charges than to store freight. If the railroads would offer a premium for the prompt unloading of cars it is possible that shippers would at once make other arrangements and liberate a large number of cars for immediate distribution. Many public men recommend drastic measures but it is difficult to see how they would greatly improve the situation if adopted. The subject is so intricate and statistics relative to many important matters are so difficult to obtain that it is practically impossible for any one person to make a rational judgment on the situation. The proposed shippers' convention, to be held in Chicago early next month, bringing together leading shippers from every part of the country, will do much to solve the problem because it will bring out the exchange of ideas and a discussion of circumstances indispensable to the framing of any measure of highest advantage to all concerned.

The railroads exist for the industries, not the industries for the railroads. The common carriers have been granted, from the states, valuable franchises and it is right that the shippers of the country should demand that the railroads give in return for these franchises an efficient transportation service. The railroads are thoroughly organized; they have for years employed the best legal talent and have induced legislation and technically framed laws for their highest interests. The shippers of the country must also organize in order that their highest interests and the industries of the country may be served most advantageously.

The National Shippers' convention, which is called for January fourth, 1907, to meet at Chicago, should have the hearty support of every shipper in the country. The Interstate Commerce Commission under the Hepburn amendment has no authority to compel the railroads to change their methods of operation. They can simply recommend. They are desirous of receiving the complaints of shippers in order that they may rationally recommend to congress legislation which will be of highest interest to all concerned. It is obvious that the commission is doing the best they can under the circumstances. Shippers should not be impatient, but give as much help as possible to the movement.

**Transportation  
The Life Blood  
of Progress.**

If every common carrier were under the absolute control of the government every trust would get down on its knees within twenty-four hours. There would be no object in manufacturing goods which could not be transported to market. This same principle applies to the producer and manufacturer. When transportation is inadequate to take care of the products of the mills, the mines and the soil, there is no market beyond local consumption, and progress is nipped in the bud. There is no factor in Chinese civilization which has hindered progress so much as the lack of facilities to get goods to market. This has the natural effect of inducing the production of only enough goods for the daily wants of the people adjacent to the base of supply. There is no incentive on the part of the people to create a machine that will do the work of a dozen men. In fact the chief aim of such a state of civilization is to spread out the work as much as possible in order that it will require the largest number of men to accomplish it. This condition, of course, makes Chinese labor the cheapest in the world. The cost of transportation is always a fixed percentage of the cost of a commodity. As transportation decreases wages increase. This condition at once causes extra demand for manufactured goods on the part of the masses, which condition develops our industries, and all the essential elements of our civilization. Transportation, therefore, is the mighty power which can make or ruin any section of country. It is the greatest monopoly in the world. It holds in its mighty grip the keys of prosperity, famine and panic. It forms a large percentage of the cost of coal. It is generally conceded that restriction of trade is wrong. This is because barter is indispensable to progress. It therefore follows that the best conditions for foreign and domestic commerce demand that the cost of transportation be as low as possible. This means that the common carriers of the country should be operated on an actual cost basis similar to the postoffice system. The field of transportation is no place for stock jobbing and private enterprise.

It is claimed that our railroads are capitalized at 13,000 million dollars and that the average cost of building these railroads, including equipment, is approximately 6,000 million dollars. The other 7,000 million dollars is known as water and has been divided up among the railroad stock jobbers. The industries of the country are therefore paying one hundred per cent more for the transportation of freight than they would pay if the railroads were operated on an actual cost basis. The manipulators of one of these railroad systems has recently been in the public eye. It has just declared a dividend of eight per cent. This road is capitalized at \$134,000 a mile, which is \$114,000 a mile more than it cost to build it, the average construction costing \$20,000 a mile. The public reads the report of dividends and notes that the stock pays eight per cent, which of course is not excessive. Since the capitalization is six and a half times greater than it ought to be, the dividend declared is really over fifty per cent and the industries along the line of the road are paying six times as much for the transportation of their products as they ought to pay. Freight rates are constantly advancing. Car shortage has predominated for the last ten years. The car shortage is the most potent excuse for advancing freight rates and diverting the attention of the shippers from the stock jobbing game. It is no doubt true that there is a lack of equipment today and the car shops are far behind on their orders, but during all these years of car shortage it should have been possible for the railroads to have secured sufficient equipment.



# The Value of Electricity in Mines.

Much has been written on the subject of electric winding, but little has been done with regard to the application of electricity to winding. This is probably due to the difficulty of coupling motors satisfactorily to existing drums. Steam winding engines, as at present used in this country, are among the most inefficient appliances about a colliery, owing to the large amount of power for starting and accelerating the load; the steam consumption of these engines per horse-power-hour of actual work done, in raising coal, varies from fifty to 120 pounds or more in many cases.

The most modern steam plant, even when fitted with automatic expansion gear and exhausting into a condenser, cannot compare with an electric winding plant from an economical point of view. The certainty and simplicity of control, and the handiness of electric winding gear, the uniform torque of the motors, which allows the fly-wheel effect of the winding engine to be reduced to the smallest possible amount, while a steam engine must in many cases have a greater flywheel effect, due to its reciprocating action, are strong recommendations.

## Electric Haulage.

The question of electric haulage in mines appears to have been settled in the affirmative by reason of the large practical success which has been attained both in the United States and elsewhere. While the cost of maintenance is less with electrical haulage than with any other method, the greatest economy appears in the question of reduced attendance. The replacement of steam haulage by electricity has in some cases enabled the output to be doubled, while the cost at the same time reduced to about one-tenth that of animal haulage.

Electric locomotives, both for mine and surface haulage, as at present constructed are thoroughly sound and efficient machines. In general the motors are of the steel clad enclosed railway type, the controllers have magnetic blowouts which prevent arcing between contacts, and are, together with the resistance and motor, specially designed and constructed for mining service. Standard sizes of these locomotives range from sixteen to one hundred horse power or over, weighing respectively two and thirteen tons. The track gauge may be anything from eight inches upward and the minimum height exclusive of trolleys, respectively, thirty-two and thirty-six inches, so it will be noted what a very small amount of head room these locomotives require.

Where rope haulage plants are already in use, and where conditions are not suitable for locomotives, the electric motor can, with advantage, replace the steam engine for driving the drum. When the endless rope system is employed, a constant speed motor drives the drum continually in one direction. With the main and tail system, two drums may be con-

necting to a reversing motor or to two separate motors. Where polyphase current is used, it is advisable, unless a friction clutch be used, to operate the haulage gear by means of a slip-ring motor, the controller and switches being immersed in oil of a high flash point. When a friction clutch is used, the squirrel cage motor can be used.

The absence of sensitive parts is an immense advantage where motors are entrusted to the care of unskilled men and exposed to much dirt, dust or damp. The motor is as simple as a grindstone and will run continuously with no further attention than that required to fill the oil wells. It may be pulled up dead by

modern design have since been designed, enabling electric motors to be attached with but a single gear reduction, the speeds of such pumps varying from 160 to 300 r. p. m., according to size.

High lift turbine pumps are now being used extensively, the cost of making foundation and excavating rooms for them is less than for a reciprocating pump of similar capacity, because the turbine pumps operate at a very much higher speed (such a speed indeed that the motors have to be specially designed for running them), and consequently the pump and motor are very much more compact. There are no air vessels, there is no water-hammering in the pipes and the flow is continuous.

The most important factor limiting the speed is the quality of the water passing through the pump; if the water is dirty and gritty, the speed should be moderate as possible, owing to the excessive wear of the internal parts of the pump if it is running at as high a speed as it can with clean water. It is impossible to fix any hard-and-fast rule about the relation of capacity to head, but generally speaking, at ordinary speeds, to obtain the best results with a pump of moderate price, the number of gallons per minute should be about equal to the number of feet in total head. As an example, a pump designed to deliver 500 gallons per minute against a head of 500 feet would give an efficiency of not less than seventy-two per cent, while the best efficiency possible with a pump designed to deliver 50 gallons against the same head would only be about sixty per cent. Where the conditions are such as demand variation in head, this can be easily obtained within certain limits by adopting a multistage turbine, arranged so that one or more of the impellers can be cut out, either by removing the impellers from the pump or by the use of a special bypass. Should the quantity only require to be varied, the result can generally be obtained with a little loss of efficiency by throttling the discharge. The very best type of motor for coupling up for turbine pumps is undoubtedly the squirrel cage motor, whose starting current is not excessive and will probably not exceed full load current.

In general, it appears that the application of electric power in collieries means not only a large reduction in the cost of coal mined, but also in increased output and all-round better working conditions. A tabulation of the costs of mining power for various operations under the old system and the new in several collieries shows that the annual saving in consequence of using electric plant is so large as to enable the plant to pay for itself in a few years. There are other economies which are less easily reduced to definite figures than the fuel and labor items. The use of electrical appliances will no doubt constantly increase.



## A HINT FOR SAINT NICHOLAS.

A Train of "Empties" Would Be Appreciated by the Mine Operator.

extreme overload without injury, a thing impossible with any other type of motor; it is capable of developing a torque several times its normal full load torque and is therefore not liable to be stopped by momentary overload.

## Electric Pumping.

One of the earliest applications of electricity in mining operations was that of operating mining pumps. With the earlier slow speed reciprocating pumps a double speed reduction was necessary to enable the motors to be connected. High-speed reciprocating pumps of



# Call for the National Reciprocal Demurrage Law Convention at Chicago Jan. 4th.

Every Member of the Coal Industry Owes Allegiance to This Movement.

The coal industry is suffering so much from inadequate transportation facilities that the time has come when something must be done. The leading shippers in every line of industry are interested in the national shippers' convention to be held in Chicago January fourth. THE BLACK DIAMOND will keep the coal industry informed relative to all developments and the place where the meeting will be held.

The Interstate Commerce Commission is conducting an investigation into the question of car shortage throughout the United States. Commissioner Franklin K. Lane has been investigating this subject for some time. The first hearing was held in the northwest. This investigation was continued in Chicago Thursday and Friday of this week. Commissioner Lane asserts:

"The most serious problem which faces the shipping public today is that of getting traffic moved. It is no exaggeration to say that there are millions of tons of freight awaiting shipment at the present time in the United States which the railroads confess themselves unable promptly to handle. Whether there is an actual car shortage or not is a question that only full inquiry can determine; but that there is fault to be found with the manner in which cars are used seems to be generally conceded by all traffic men. In the northwest, the farmers of the Dakotas and Minnesota have filled the elevators along the lines of the railroads and are stacking their wheat in great bins twenty or thirty feet deep and covering an acre or more of ground. At the same time there is ample room for all of this wheat in the terminal elevators at Chicago, Milwaukee, Minneapolis, Duluth and Superior.

"At the recent hearing of the Commission in Minneapolis, President Hill, of the Great Northern road, laid the responsibility for the amount of wheat that was still at the local stations upon the terminal elevator companies, but these companies came before the Commission and showed that they had capacity for over eighty millions of bushels more than they were already using. Many line elevators are closed, and bear signs saying, 'This elevator is full. We can buy no more grain because we cannot get hauled to market the grain we already have.'

## Claims of Discrimination.

"The farmers who are unable to sell their grain complain that the railroads are hauling other traffic and preferring it, knowing that they are bound in time to get the hauling of the wheat. Meanwhile, however, the price of wheat will fall and the farmer will be the sufferer. The Commission has representatives making an investigation, and it is the desire of the Commission that all who have complaint to make regarding shortage of facilities and equipment should make such complaint known to the Commission by letter or by telegram. These questions are among those upon which specific information is desired:

"1. What amount of freight has been offered for shipment at your station which the railroads have not hauled, and what reason has been given for not transporting the same?

"2. Are empty cars allowed to remain upon sidetracks or in yards for any length of time?

"3. Are loaded cars held an unusual length of time before being hauled to destination?

"4. Is it the policy of the railroads, as shown by their practice to make use only of large cars of recent construction and abandon the use of the older and smaller cars?

"5. Has any industry or any commodity difficulties in securing supply of cars not suffered by other industries or commodities?

"Some of the roads upon which there is the greatest congestion of traffic complain that while they have been making every effort possible to meet the demands for cars, and have a sufficient supply for their own needs, other lines

have taken possession of their cars to such an extent that they are without adequate equipment today. The Pennsylvania Railroad Co. makes the astonishing statement that approximately eighty per cent of its cars are not on its own lines. Some complaints which reach us go to show that smaller roads are capturing cars of the larger roads and paying the established 25 cents per day rate for the use of those cars rather than attempt to supply themselves with the necessary facilities. Other complaints are to the effect that an effort is made by some of the railroads to make a record in the operating expenses and the hauling of freight; that only the more powerful locomotives are used and these are attached to very heavy trains which move not more than an average of twenty to twenty-five miles in a day.

## Snail-Like Movement of Traffic.

"It is even stated that traffic does not begin to move as fast as several years ago; that in an effort to bring about economical results the trains are loaded to their fullest capacity."

Our country is in a most prosperous condition, and the demand for all kinds of commodities is as great as producers can take care of, if not greater. In many lines of industry, especially in manufacturing industries, manufacturers are way behind on orders. It is certainly exasperating to business men when they are debarred from doing all they can do, not because of any lack of demand, but because of the inability of transportation companies to deliver goods to customers. It is unusually exasperating when they are obliged to curtail their productive power and operate expensive plants at less than full capacity, because they cannot deliver the goods to those who want them and have ordered them, or when they are obliged to pile up goods awaiting the convenience or ability of the railroads to furnish sufficient equipment and power. This is a condition that exists today.

The most important subjects before shippers are: The prompt moving of freight, the uniform bill of lading, uniform classification, the question of the sums of two locals, and reciprocal demurrage.

Hon. Martin B. Madden, who is a member of Congress, suggests that a bill should be drafted for presentation to Congress to require a minimum daily movement of all interstate shipments, the shipper to receive demurrage for failure on the part of the railroad to deliver goods at destination within a reasonable time.

It is believed that the Interstate Commerce Commission could prepare statistics to show the present average daily movement of cars in transit, and from these figures it would not be difficult to calculate a minimum number of miles which a car should be carried for each twenty-four hours after delivery to carrier. The law might require that this minimum movement should be increased from year to year. The "safety appliance" law, for example, required each road to equip a certain percentage of its cars each year with air brakes and automatic couplers, and through the gradual operation of this law practically all the freight cars in service are now properly equipped. A similar graduation in the requirement of minimum movement would give the roads time to discover and correct the causes for the long delays that occur under present conditions.

## Reciprocal Demurrage.

Many shippers who have investigated this question believe that reciprocal demurrage and a "minimum daily movement" requirement should be incorporated in the same law. The railroads have no moral right to charge the shipper demurrage so long as they take their time in furnishing cars for outgoing business. They are only able to enforce demurrage

charges because they are well organized, while shippers have not been organized to defend themselves. Delays in transit are even worse than the trouble in getting cars. Wherever the shipper has competition, the roads will exert themselves to furnish cars because they want the business, but after they get it the shipper has no means of preventing delays in delivering to his customer.

It is a well-known fact that large shippers at important railway centers do not always pay demurrage, and they can withhold their business from the roads which do not give prompt service in delivery to consignees. Since rebates were cut off, it is claimed by some that many large shippers get their demurrage charges cancelled, no matter how long they may hold the cars.

The small shipper, especially at interior points, does not have a leverage on the roads, either to get cars or to get prompt delivery of goods in transit, and it is to protect the small shippers, especially at interior points, that reciprocal demurrage and a minimum daily movement in transit are necessary.

It is expected that shippers will soon introduce in the legislature a "reciprocal demurrage" bill. Such a bill will appeal very strongly to the coal interests because this commodity is, as a rule, handled less promptly than any other freight, notwithstanding the fact that it is a very important source of revenue to a majority of the railroads.

The bill introduced in the last legislature contained sections impossible to enforce, and received the adverse votes of a great many members who were really in favor of intelligent legislation along this line. We believe that a bill drawn on the proper lines will be supported by not only the majority of the members of the legislature, but by shippers and railroads themselves. Such a law, we believe, should embody the following provisions:

## Lack of Equipment

Prompt furnishing of cars to shippers, the distribution to be under the supervision of the railroad commission to the extent that duplicates of the daily reports received by the railway department distributing cars, be furnished to the commission, showing the number of orders received, the supply of cars available, and where the cars are applied, to insure a fair distribution of cars on hand.

In cases where a serious shortage of available cars develops, the railroad commission should be empowered to bring suit against the railroad company at fault, to compel them to supply additional cars by purchase or loan.

Loaded cars to be moved from the loading station promptly, and to travel a certain distance each day.

After empty cars are supplied for loading, the shippers to be allowed a certain length of time, carrying with the commodity and size of the car, to complete loading, and in the event it is ready to go before that time has expired, a credit to be given for the usual time.

When loaded cars reach destination consignees to be allowed a certain period for unloading, varying with the commodity and size of the car, they to be credited for any unused time.

Demurrage to be assessed on the empty or loaded cars, if they are not disposed of in the required time.

To arrive at a fair estimate of the time required to handle various commodities, the legislature should be given the power to examine leading shippers and railroad agents.

We are convinced that such a law, drawn after a careful investigation of conditions existing in every line of business, would be fair to all, and that the railroad could easily be convinced that the increased efficiency in their equipment would pay many times over the amount allowed the shippers and receivers of freight for handling cars promptly.



It should be practicable to establish an account for the larger proportion of the firms, crediting them with unusual time in loading and unloading cars, and allowing them to use this credit to pay demurrage on cars held over the prescribed length of time.

This would put a premium on the prompt handling of cars and make it an object for any concern transacting a large volume of business to invest money in labor-saving devices that would enable them to load or unload cars without delay.

## What Some Coal Shippers Think.

The following letter was sent out by THE BLACK DIAMOND to one thousand shippers of coal, this week:

"Car shortage is a menace to commerce.

"You and other members of the coal industry are losing thousands of dollars on account of delayed shipments.

"What are you going to do about it?

"Write us by return mail your views on this important subject for publication in our next issue. Remember we go to press Thursday.

"Leading shippers advocate a national shippers' convention to be held in Chicago January fourth.

"The Interstate Commerce Commission has no authority to increase the dispatch of freight. The only remedy is a national reciprocal demurrage law in the form of an amendment to the Interstate commerce act.

"The railroads are fully organized, employ the best legal talent and have for years induced legislation for their advantage. If a car of coal stands a minute over the time limit demurrage is charged, although the car may have been in transit for weeks. This is unjust.

"You must act at once in order that the proposed bill may be properly brought before congress. Shippers must organize.

"We shall push the campaign vigorously for a practical demurrage law."

### Response From Shippers.

The following are some of the hundreds of letters THE BLACK DIAMOND has received, indicating the sentiment of the coal industry:

W. P. HUBBS, COAL AND COKE, TOLEDO, OHIO.

"I am in sympathy with such a movement and in favor of a national reciprocal demurrage law, in other words, a law that will compel the railroad company to move loaded cars at the rate of so many miles a day every twenty-four hours and pay demurrage on cars not moved the distance specified by law each twenty-four hours, as well as to collect demurrage from consignees for cars that stand a minute over time before they are unloaded. Such a law would be just and equitable, and I think the citizens of the United States should bring the matter before Congress in such a way that it will become a law."

THE COUNCIL BLUFFS COAL & ICE Co., COUNCIL BLUFFS, IOWA.

"Yours of the seventeenth inst. received and I reply at once. The Iowa and Nebraska Coal Dealers' Association expect to be represented at the National Shippers' convention to be held in Chicago January fourth. They will be guided much by the acts of this meeting. Our directors expect to meet very soon, when a plan for the two states will be outlined. Should this meet in accordance with our views we will be only too glad to act with them. I believe that the only remedy is a national reciprocal demurrage law in the form of an amendment to the Interstate Commerce Act.

"We will keep THE BLACK DIAMOND fully advised as to our acts in this matter. I congratulate you in the start you are making and any thing that the Iowa and Nebraska can do for the good of the cause, call us."

FRANK MCGREW, COAL & COKE, KANKAKEE, ILL.

"'Car shortage' is the greatest misnomer of the present, rushing, pushing, hustling business age. The poor old fellow is compelled to shoulder the sins, mostly of omission, of incompetent railroad officials, wealthy speculative coal jobbers in collusion with railroads, lack of motive power by the various companies and a

thousand other things. If the statement repeatedly made, that the average car is in motion but one hour out of the twenty-four and travels but about fifteen miles per day, is correct, it does not seem much of a problem to locate the trouble. If the railroads would spend less money on large and expensive terminal facilities and invest the money in motive power, cars could be kept in motion from initial point to place of delivery, be unloaded and returned to the mines in a comparatively short time, one car doing the work that it now requires three to do. There is but one solution of the problem and that is a reciprocal demurrage law, drafted in a spirit of fairness to the railroads, but stringent enough in its provisions to compel them to move a car a specified number of miles daily and in case of failure to do so to pay consignee a reasonable amount as demurrage. If the cars now in the service of the railroads of this country were kept in motion to a reasonable extent it would settle the car shortage question in ten days. If such a law were to be enacted and enforced, congestion of traffic at terminals would soon be a thing of the past, especially if a clause was embodied in the law restricting the free time at terminals to not more than three days. I was told by one of the leading officials of a heavy coal carrying railroad yesterday that at that time they had 900 cars of coal on track in Chicago. With such a condition of affairs a congestion of traffic is a foregone conclusion. I heartily favor legislative action of some sort on this proposition."

UNION ICE & COAL Co., ST. JOSEPH, MICH.

"Yours of the seventeenth received this morning and am glad to hear that someone is working on the reciprocal demurrage question and hope it will be made a law soon.

"It is not asking anything unreasonable. It is all one-sided now. We have two cars of Ohio coal on the way now that were shipped on the seventh and ninth of November and have not arrived yet.

"If we had that law now we would of received those cars about a month ago. If we don't receive those cars there is a loss of \$30 to us.

"We just received notice of a car of coal that went wrong by the fault of the railroad that we lost \$20 on."

SAGE & Co., CHICAGO, ILL.

"Briefly replying to your letter in reference to 'Car Shortage Is a Menace to Commerce.'

"First question: 'What are you going to do about it?' Obtain and demand written evidence and at once submit copies of this evidence to the Interstate Commerce Commission, Washington, D. C., showing that 'Rules' by which shippers are 'to be governed accordingly,' are discriminatory, unjust, illegal and in violation of the Interstate Commerce Act.

"Second question: 'Will you help?' Yes, to the limit of our strength, knowing our weakness and the evidence of the insurmountable difficulties that defeat justice.

"In reference to remedies suggested in your letter. The equity as between the people and the railroads in their demand for a federal reciprocal demurrage law should not be debated. It is a self-evident legislative necessity as to the equity between the railroads and the people.

"Your suggestion, 'We must act at once,' truly we must, individually or collectively. Above all things, we must 'do something,' no matter how little. Agitation that does not promote action had better be suppressed altogether. The matter is up to each and all. Let us work and act, knowing it to be our duty."

LUMAGHI COAL Co., ST. LOUIS, MO.

"Your favor of the seventeenth at hand.

"We believe that the railroads could remedy the car shortage, to a large extent, if they would handle same on a business basis. The only great fault with the railroad officials is that there is not many business men among them.

"We believe that a national shippers' convention would be a good thing, and that it would help all interests and that a national reciprocal demurrage law is a thing that we should

have. You may count upon us attending any convention that may be called to remedy matters as set forth in your letter."

BERRY COAL & COKE Co., CHICAGO, ILL.

"Replying to your circular letter of the seventeenth, I beg to advise that nothing is more important at the present moment than a united action of all shippers to remedy, as far as possible, the present deplorable condition of handling and shipping of coal and coke as well as all other merchandise.

"The congested condition of cars in some centers and inability and neglect of the railroads to move them, the lack of co-operation of the different lines to work in harmony in the movement of cars has caused much of the present condition of affairs.

"The railroad companies have repeatedly attempted to fix the responsibility of the delays in making shipments and handling of cars from themselves to the dealers and attribute the car shortage to the delay in unloading cars. In order to support themselves in this matter, they are enforcing car service rules more vigorously than ever before and while the Car Service Association is in itself an excellent institution, the abuses of the Car Service Association brought about by placing the entire power and control in the hands of one man and enforcement of its arbitrary rules which necessitates the payment of all bills before any investigation or adjustment can be made, the refusal of individual roads to deal with their patrons direct or allow their officers to interfere or adjust any differences, has made their association and its power a menace to trade conditions and an arbitrary institution which demands from the trade immediate relief.

Recently the railroads have attempted to shift many of their responsibilities, such as overcharge in rates, delays in shipments and handling of all kinds of business to the Interstate Commerce Commission, so your letter asking for united action to if possible suggest relief of these conditions, is a very timely one and as far as our company is concerned, we are very glad of the opportunity to co-operate in a vigorous investigation and to take such action as will tend to remedy the present conditions."

THE EAGLE COAL & COKE Co., COLUMBUS, OHIO.

"We have your favor of the seventeenth advocating a National Shippers' Convention to be held in Chicago, January fourth, requesting our opinion on the matter. We most certainly feel that this action is very essential, and as you are no doubt a Ko-Koal, understand that we are willing to 'come on and lift.' We are quite willing to acquiesce in any proposition that would be for the betterment of the car service or coal trade. We feel that there should be a national reciprocal demurrage law, or at least an amendment to the Interstate Commerce Commission giving the body power to act in a manner which would be advantageous to all concerned.

We had an experience recently where a car of coal was in transit some forty days, and upon arrival at destination it was delayed some two hours over the car service limit and we were taxed demurrage on this car. We had our man keep a close record on the car, and it stood on our siding sixteen days after being unloaded, yet we were compelled to pay car service. Without going on record, will say, however, that we are perfectly willing to do anything that will be satisfactory to all concerned, and if the majority are willing to 'boost' the convention for Chicago early in January you can bank on our aid.

CHESTER A. HARRIS, CHAMPAIGN, ILL.

"I submit the following upon 'Car Shortage,' for publication per your request under date of December seventeenth, 1906:

"Champaign and Urbana coal dealers have felt the effect of car shortage more the past year, perhaps, than anytime in the past. Car service rules have been enforced much more rigidly and shipments generally have been bunched where they were made regularly from the mines. The Illinois Central, lacking the proper amount of trackage to take care of their business, as well as the proper number of employees at times, worked a double hardship upon its shippers, especially those who had no trackage of their own. Cars were set at the company's convenience and wherever they could find place for them. Shippers having trackage of their own in many cases fared no better."



## Indiana Shippers Demand Stringent Laws.

The members of the Indiana Manufacturers' & Shippers' Association have entered upon a campaign of education for the purpose of obtaining the enactment of laws by the coming legislature to strengthen the powers of the railway commission so that a recurrence of the present shortage of fuel and transportation facilities can be prevented.

A meeting of the legislative committee in In-

dianapolis last week was held at the Claypool hotel. The situation was discussed and it was decided that a district meeting will be held at Terre Haute, December twentieth or early next week.

Following that, meetings will be held at La Fayette, Evansville, Goshen, South Bend, Richmond, Connersville and other points. The shippers will be invited to attend to express their views of conditions and to lend their support to the movement. After the district meetings are concluded the shippers' committee will draft a bill to present to the legislature.

The association was originally confined to gas

belt shippers and manufacturers, but the coal operators have become members and in several cities branches to the organizations are being formed. The indications are that the district meetings and the agitation now going on will result in the shippers and coal operators being represented at the legislature by a formidable lobby.

Among other things the shippers and operators have decided to ask for a reciprocal demurrage law and for a measure that will compel the railroads to move freight a specified distance daily and to return promptly the cars of other lines.



## REUNION OF COXE BROS. & CO. EMPLOYEES, DECEMBER 15, 1906.

The annual jollification of the former employees of Cox Brothers & Co. was held Saturday evening, December fifteenth, at Mangler's restaurant, Chicago. Twenty-six responded to the invitations which were sent out by G. M. Merryweather. They came from all sections of the country, which goes to show that occasionally there is some sentiment in the coal business and that those engaged in this business think of something else besides the pursuit of the almighty dollar and car numbers. The following gentlemen, all former employees of the firm of Cox Brothers & Co., Chicago, sat down to the banquet table:

Geo. Merryweather, president Railway Exchange Bank.

Arthur Kuesel, formerly Milwaukee agent.

Samuel Stanley, formerly Buffalo agent.

L. Ferris, manager coal department Zenith Furnace Co.

W. L. McCauley, secretary W. B. Stone Coal & Coke Co.

G. H. Merryweather, formerly sales agent at Chicago.

C. A. Eastman, western sales agent Susquehanna Coal Co.

W. H. Comstock, president Cross Creek Coal Co.

G. H. Conn, formerly manager bituminous department.

De Forrest Pomeroy, Minneapolis agent Zenith Furnace Co.

F. A. Brahm, manager bituminous department L. V. Coal Co.

T. J. Gregory, with Railway Exchange National Bank.

C. Straub, with Lehigh Valley Coal Co.

C. W. Alabeck, with Crescent Coal & Mining Co.

W. F. Moore, with Lehigh Valley Coal Co.

E. Emert, with Lehigh Valley Coal Co.

F. Meske, with Lehigh Valley Coal Co.

J. N. McCole, with Lehigh Valley Coal Co.

M. M. Morrow, with Lehigh Valley Coal Co.

W. E. Still, Minneapolis.

J. B. Finn, now in tailoring business.

F. M. Nolan, secretary Cross Creek Coal Co.

E. J. Hunt, with Lehigh Valley Coal Co.

C. R. Kline, with Mitchell, Spalding Coal Co.

Henry Kuesel, Milwaukee.

W. C. Maas, Chicago.

Telegrams of regret were read from John Price and Melvin Pattison, of Cleveland; J. B. Conner, Buffalo; R. H. Sessions, Minneapolis. After the banquet each member of the party was called upon for a speech and it was nearly midnight before the last exchange of experiences was completed. Every one stated that they were glad they came and the only regret was that it would be 365 more days and nights until the next reunion would take place.



# Koruskation and Retail Dealers Meeting at Milwaukee.

The eighth semi-annual meeting of the Illinois & Wisconsin Retail Coal Dealers' Association was called to order in the Colonial room of the Plankinton House, Milwaukee, Tuesday afternoon at two o'clock by President Mosher, of Dekalb, Ill. The attendance was fair but not quite as large as was expected by the officers of the association. A mistake was made in calling this meeting so near the holidays as this undoubtedly interfered with the attendance. The first week of the month would probably have brought out a better attendance. The session on Tuesday afternoon was devoted to complaints of dealers who were bothered with irregular shipments. All complaints were easily adjusted and the meeting adjourned to prepare for the Kokoal Koruskation.

## Twenty-five Join the Kokoals.

The koruskation was a great success due in a large measure to the untiring energy of Milwaukee Skout Herman J. Dunker. He labored unceasingly to make the affair a credit to the Milwaukee Kokoals and his efforts were crowned with success and greatly appreciated by the visiting members of the order. Frank Mosher officiated as Modoc, J. C. Eggenberger, Baron; H. B. Du Puy, Baronet; A. F. Boos, Baronel; Charles Becker, Swatta; Harry B. Kuhns, George Lane, Pit-boss, and Morton Hiscox, Pictor. The following twenty-five members were admitted to the order and are now full-fledged boosters.

New members admitted were:

Jacob Muth, Milwaukee, Wis., dealer.  
John F. Goetzen, Plymouth, Wis., dealer.  
Louis Lester Laun, Elkhart Lake, Wis., dealer.  
W. J. Schultz, Milwaukee, dealer.  
Ernest Graetz, Milwaukee, dealer.  
C. F. Meckelburg, Milwaukee, dealer.  
Henry C. Petermann, Milwaukee, manager retail sales, Milwaukee Western Fuel Co.  
E. A. Fleming, Milwaukee, dealer.  
H. C. Graham, Milwaukee, with North-Western Fuel Co.  
Percy Braman, Milwaukee, dealer.  
W. A. Conway, Milwaukee.  
John Bohn, Milwaukee, dealer.  
P. M. Lobas, Milwaukee, dealer.  
Leon F. Rains, agent, St. Paul & Western Coal Co.  
C. G. Snow, A. G. A., Chicago & North-Western railroad.  
Ralph E. Viall, 825 One Hundred and Twentieth street, Chicago, dealer.  
C. G. Paule, Milwaukee.  
F. W. Osborne, Quincy, Ill., dealer.  
M. S. Johnson, Joliet, Ill., dealer.  
C. W. Allabeck, Chicago, with Crescent Coal & Mining Co.  
C. D. Weeks, Milwaukee, S. A. Milwaukee Solvay Coke Co.  
Frank H. Klitzke, Milwaukee, salesman Milwaukee Gas Light Co.  
C. A. Neubecker Jr., Milwaukee, with Lehigh Valley Coal Co.  
W. E. Nelson, Milwaukee, dealer.  
A. V. Beck, Green Bay, Wis., with Duncan Fuel Co.

After the initiation ceremonies had been completed an excellent vaudeville program entertained the visitors until nearly midnight.

On Wednesday morning after the stragglers were rounded up, President Mosher called the meeting to order. Mr. O. F. Bird, general sales agent of the Pennsylvania Coal & Supply Co., delivered the address of welcome in behalf of the Milwaukee coal men. A warmer welcome was never tendered any convention and the words of wisdom that flowed from Mr. Bird's lips held his audience spellbound for nearly thirty minutes. It was an appeal for the "square deal" for every one in the coal business, and if all branches of trade followed the path suggested by Mr. Bird in his speech there would be very little friction in the coal business between the wholesaler and the retailer.

L. Waldo Thompson, of Beloit, delivered the response, which was followed by a "talk" by the president of the association.

The association put itself on record as favoring a reciprocal demurrage law and appointed President Mosher, Secretary Lukens and W. K. Myer of Winnetka, Ill., delegates to the National Reciprocal Demurrage Convention which will be held in Chicago on January fourth. The dealers in attendance warmly endorsed THE BLACK DIAMOND's fight for reciprocal demurrage and there will be quite a number of dealers in attendance at the Demurrage Convention in addition to the delegates.

Eighty-five new members have joined the association since the Rock Island meeting which was held last June. This is a net increase of fifty-one, making the total membership 800. The applications of four new members were received at the meeting.

## Secretary Luken's Report.

It was customary in the early history of the association to hold each year, during the months of November or December, what was commonly known as an open meeting of the executive board, at which meetings complaints that the secretary



PRESIDENT FRANK MOSHER, DE KALB, ILL.

had been unable to secure a satisfactory adjustment of, would be brought up for discussion, and both the interested parties to the controversy would be given a hearing, before final judgment was passed. These meetings were originally held in Chicago, but for the past seven years have been held in Milwaukee in connection with our semi-annual meetings.

It would be exceedingly difficult to estimate or measure the great benefit or the profit derived by the retail coal trade, either directly or indirectly, through these semi-annual gatherings. The inspirations of these meetings furnish food for thought in various directions and have resulted in the correction of many erroneous and irregular business methods, while the educational and social features have undoubtedly brought about much better and far sounder business conditions, conditions which in my judgment have paid every member a very large dividend upon his investment.

It is my pleasure to report at this meeting that our complaints this year have been considerably less than usual, while at the same time our membership has been steadily increasing. A very considerable proportion of complaints filed during the present year have been for irregular shipments of bituminous coals, and these shipments have largely originated among very small jobbing concerns or small producing companies, and in most of these cases, after a thorough investigation it was found that the offending shipper did not have a single patron among the members of our association.

Several of our complaints have been no more

nor less than controversies arising from the fact of new people embarking in the retail coal business, and these complaints seem to be the most difficult in bringing to a satisfactory adjustment for many reasons.

On the whole, I am firmly convinced, basing my opinion upon my experience of ten years as your secretary and by comparison with conditions existing in previous years and the present time, that you have great cause to be thankful for the existence of the Illinois & Wisconsin Retail Coal Dealers' Association; the prestige and influence of this association, together with its fixed policy of co-operation with the reputable shipper; the conservative and conciliatory spirit adopted by your executive board in the handling of all complaints, has given your association a very high position in the coal trade, which of itself tends largely to insure the interests of the retail coal trade against irregular shipments and unfair competition. Arbitrary and drastic measures suggested by a small minority of the membership never can and never will accomplish as much, and more than likely will do a great deal of harm.

Gentlemen, I wish to thank you for your kind attention and wish to assure you that I have acted in all matters coming to me for adjustment in accordance with my best judgment and the evidence submitted, and while it is possible I have made some mistakes, I can assure you they were mistakes of the head, and not of the heart.

After the secretary's report had been read the meeting adjourned.

A banquet was held in the afternoon at the Plankinton hotel, which completed the association program.

## CONVENTION NOTES.

Herman Dunker should be given the title of Chief Booster. He was pretty nearly the whole works at the Koruskation.

Frank Fellenz of the Pennsylvania Coal & Supply Co. was out of town. Frank can't be as brave as he was last summer or he would not let a crowd like that scare him away.

We expected to see the Wisconsin delegation grooming a dark horse for the presidency of the association but nothing in that line developed. December is a trifle early to talk convention politics when the election is held the last of June.

The address of welcome delivered by O. F. Bird, general sales agent of the Pennsylvania Coal & Supply Co., was a gem. There wasn't a line of Fourth of July oratory in it. Just a simple heart to heart talk, a plea for the square deal without the club attachment, and it touched the entire assemblage.

Frank Lukens has been secretary of the Illinois & Wisconsin Association for the past ten years and his popularity with the dealers is greater now than ever before. He has served the dealers of the two states faithfully and a better man for his position would be impossible to find. It was reported that his territory was about to be invaded by a neighboring association but we don't think this can be true. If such was the case we do not think the invader would reap much of a harvest for his pains. It would be a peculiar exhibition of loyalty in exchange for the years of faithful and energetic service performed by the present incumbent of the secretary's office. If an attempt is to be made to lure away the members of the Illinois and Wisconsin Association every effort should be put forth by the executive board and all the officers of the association to repel this attack. Loyal service should be rewarded by loyal support. If the entire membership of an association will not give an efficient officer loyal and enthusiastic support how can they expect that officer to work night and day advancing their interests? A meeting of the dealers in the northwestern part of Wisconsin will be held at Eau Claire on December twenty-eighth and this idea of everlasting expansion on the part of the Northwestern Association will probably receive a sudden check at that meeting. Three states, if given ample protection, will give the most energetic secretary that ever lived the busiest time of his life. Wisconsin dealers should stay where they belong—in Wisconsin.



## Leading Coal Markets of the East.

Office of THE BLACK DIAMOND,  
NEW YORK, Dec. 22.

The anthracite coal trade continues quite active, with a greater demand than is usual at this time of the year. While the amount of business reaching shippers is in excess of the present facilities to transport it as promptly as desired, the condition would be ameliorated if the trade did not insist on taking merely the sizes that are called for. Egg coal and in some cases stove could be supplied in full amount, and in former years these sizes were taken more equally, but the demand for chestnut this season is beyond all expectation. This naturally causes delay on the delivery of this domestic size and in instances dealers are refusing to accept further orders. With the production of the domestic sizes in about equal proportion being loaded into cars at the mines, it is of importance that all sizes be moved promptly in order to maintain a full efficiency of the cars. Where coal of one kind is obliged to remain long in cars it must naturally affect those grades in more active demand by the restrictions, and delay the distribution of all coal accordingly. Much of the difficulty in supplying the present wants of the customers could be obviated if they were less particular in securing a certain size. Fortunately the weather conditions have been such this week as to not increase the inquiry, but any change to a lower temperature would no doubt cause a spurt in the trade. The feature still most dominant in furnishing the product is the scarcity of cars. The equipment that has been in other lines of traffic has not returned to the systems that own it, as early as had been expected. Though now that lake navigation is closed there is better prospects for a larger number of cars becoming available for service at the mines shortly. Holidays, however, during the next two weeks, causing more or less idleness at the mines, may interfere to an extent where the output could not be materially increased.

### All-Rail Trade Active.

The all-rail demand, which has shown such an exceptional growth this year, is now looked upon by shippers as the barometer of the trade. Its position in comparison with that of the tonnage going to tidewater, has shown a very material increase and is apparently more sensitive to weather conditions than the tidewater points. This is evidenced through sudden cold spells in those consuming localities, by causing a rush of orders to shippers in advance of a knowledge as to barometric disturbances. While tidewater business does not usually reflect these changes of temperature so soon, though ordinarily it follows within a few days. This is thought to be due to the fact that the line points are not so well equipped to convey large stocks as is the trade taking its coal by water. Being also a matter of custom, where on one hand a lim-

ited number of cars can be ordered and shipments obtained more frequently, the other goes cargo lots and is subject to the interruption of water transportation. The demand for coal from all-rail points seems to be of a general character and differs only in its urgency of need by the delay. On the main line roads the trade is fairly well provided for, except for special grades and these are short with all producers.

### Trade East is Good.

The trade in the far east for coastwise shipment is calling for more coal of certain sizes than can be obtained. Much urging is being done to get forward an additional cargo of chestnut or stove as the requirements may call for. The Lehigh coals, as also the red ash grades, are in large demand, but few are receiving anywhere near what they would like to have. At the sound ports the discharging of vessels is being greatly delayed by the shortage of cars, which the connecting roads are unable to furnish in sufficient number. This not only affects shipment to these points by holding boats two weeks and over the usual time, but in placing the demurrage costs that accrue thereby upon the consignee, which is considered unjust.

In New York, trade keeps very active and is taking a considerable amount of coal, this being the result of the steady at retail with a general of coal in all yards. The favored grades are short, though prices on all coals very firm. The steam grades are especially strong and are short in cases of what tonnages are wanted. While most stocks of these sizes have been cleaned up, but any remaining is now being picked up.

### Bituminous Market Strong.

The Atlantic seaboard soft coal trade continues to show a strong market condition. There are no surplus stocks at any points, and coal is being absorbed as fast as it comes to tide. Some grades of coal, like the gas products, are not coming in in any large proportion to this market, the western trade absorbing the majority at more remunerative figures than can be procured in the east. The old question of car supply continues to be the prominent one, there not being enough cars to go around at any of the mining points, and conditions are rather deteriorating than improving from what they were. It is not an uncommon thing on one of the main line roads to have a mine go idle days at a time without any cars, and the car question seems to be an unsteady one for any of the roads, the car supplies coming in flushes and then dropping off again. The vessel supply for sound business has come into prominence from being so poor, and shippers are having the greatest difficulty in securing vessels of any class to move their tonnage from New York harbor shipping ports to either the New York har-

bor receiving ports or the sound ports. The delays by the New York, New Haven & Hartford railroad in discharging are blamed to a great extent for this condition.

Some little export business is being done, though bottoms are scarce and rates high yet, exporters simply paying the higher freights to secure vessels to get their coal forward.

The labor situation seems to be growing to a material extent on account of the car question, West Virginia having somewhat of a moving population on account of the men not staying at the mines that run short of cars frequently, and moving on to the next. This is particularly so over the holidays.

### Trade in the East Strong.

Trade in the far east is calling for considerable coal, and it is not thought that anyone with contracts is selling any coal outside of this, except at advanced prices, and the amount of advances is inclined to increase.

Trade along the sound is hampered very much by the shortage of sound barges. The demand for coal continues large, but getting it forward from the shipping ports is the question. Demurrage charges incurred through the fault of the railroad companies in the east have to be paid by the consignee, and it has been voiced by a number of them as an injustice. They argue that if the fault lies with the railroads, then the railroads should be liable for the demurrage.

New York harbor trade is absorbing all the coal coming to this market, and prices are very strong at present quotations, which are about \$2.75@2.85 f. o. b. New York harbor shipping ports for the good grade of steam coal, with the specialties at \$3.00 and upward; and very little of the cheaper grades moving into this market, as most of which is going west.

In the all-rail trade the market is very strong, and contractors are taking practically all the coal mined that can be allotted to this trade, and people without contracts are simply compelled to pay advanced prices. Coal at the mines is quoted at \$1.50@1.60.

Transportation from mines to tide is a little slower than schedule and slightly irregular. The car supply is very short. The anticipated improvement has not occurred, and it is likely to be greatly delayed; indeed, no one is looking for a better condition of things for some time to come. Some mines report being closed down in the West Virginia district for three or four days at a time for lack of a single car.

In the coastwise vessel market vessels are scarce, with reports of advances, though the quotations seem to be the same as last week, that is, from Philadelphia to Boston, Salem and Portsmouth, \$1.00 and discharge, with loading and discharging clause, and 85 cents to the sound with loading and discharging clause.

## Market News from Buffalo and Great Lakes.

BUFFALO, Dec. 21.—(Special Correspondence.)—While there is general activity in the anthracite trade from this point, and shippers are finding it impossible to keep up with orders, milder weather for the greater part of the past week has served to ease trade to an extent and orders are being cleaned up more closely than for some time. Continued scarcity of cars, however, is a great drawback to what would otherwise be a most active

season. With an added touch of frost during the past twenty-four hours, has come a sudden rush of added orders which puts the sales agents puzzling their brains how to placate the impetuous outside dealer, who appears to believe that his demands should be the first to be considered.

An increased demand for all grades of coal is brought by the near approach of the holiday season, for it is a well known fact that the miners

will do little work between Christmas and New Year's, and not only the general consumer, but the railroads will be making increased demands upon the surplus stock. This is especially true of bituminous and already increased orders are being had from the transportation lines, to guard against a possible shortage as a result of the annual playspell.

There has not been the betterment to the car



situation which was expected to follow the close of navigation, but it is almost too early to expect noticeable results. There is a trifle greater freedom of cars, it is true, but the shippers are still greatly hampered by the insufficient quantity of box cars for trans-shipment to the western roads. It is understood that the railroads are doing everything in their power to relieve a bad condition, but they are practically helpless, for the fact is that general business has increased much more rapidly than the facilities for turning out rolling stock from the shops. This country is not building cars fast enough and that is the great trouble.

Urgent demand for coal from the northwest, is having the effect to stimulate the local railroad officials to renewed effort, with the purpose of supplying so far as they are able, an emergency call. W. S. Nevins, city freight agent of the Canadian Pacific, received orders this week to bend every energy to sending every pound of coal possible to the freezing people on extreme points on that line. Most of the coal handled from here by the Canadian Pacific comes over the Pennsylvania, and is trans-shipped at Black Rock.

Bituminous operators are complaining that the railroads are tying up cars, making the situation, so far as their branch of the business is concerned, even more serious. Orders have been issued by the Pennsylvania that no gondola cars shall be permitted to go off the line at present, and as the Pennsylvania handles a very large amount of the Allegheny Valley product, the result must be serious inconvenience, to say the least.

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., Dec. 20.—(*Special Correspondence*).—A strong market characterizes the anthracite coal trade with rather more demand than is ordinary at this season of the year. The usual difficulty exists in supplying the trade under these conditions, when cars are short. It was expected that more cars would have been available at the mines about this time, now that lake navigation is closed, but it is evident from the restrictions in mining that a full supply is not yet at hand. The production for this so far is a little ahead of November, but the holidays intervening may curtail it. About fifty-six million tons is approximated will be the output for the year, a decrease of five million tons from last year. This amount about represents the loss sustained by the suspension of the mines for six weeks in April and May. Large shipments are expected to go forward with the first of the year after the usual holiday interruptions are over and better facilities will be obtained. The trade generally has been given a somewhat better supply of coal this week, relieving most of the urgent business that was accumulated in shippers' hands. This applying to the ordinary grades, the special red ash and Upper Lehigh coals, which demand higher prices, are still short of the requirements. Although the delay in receiving these special coals does not disturb buyers who are of their limited supply and fill up on the other grades.

### Coastwise Trade Brisk.

The demand from the east continues very strong. Most shippers having a good supply of orders to work upon are making efforts to get it out of the way. The unsettled weather of the past week made shipments very slow and vessels

B. S. Hamilton, general sales agent of the Monongahela Consolidated Coal & Coke Co., was in town this week, shaking hands with his host of friends.

There is very little bituminous coal in Buffalo at the present time. Demand has been unusually heavy, both in the local market and across the border. In fact the Canadian dealers have never shown greater activity in the market than at present. With adequate car supply, there is no doubt that the operators would reap a harvest during the next three months.

### GENERAL NOTES.

Mining operations along the Allegheny Valley are reported as somewhat improved, the various plants putting in better hours at present than for some time back. This is fortunate for the owners, for it will place them in better condition to meet the holiday vacation period when it comes.

Prices hold steady, notwithstanding the increased demand. Pittsburg brings from \$2.60@2.75, mine run in Buffalo, with three-quarter lump ten cents higher. Allegheny Valley brings from \$1.15@1.25 net at the mines. Slack continues in heavy demand and is selling at \$2.25.

A new line is being constructed by the New York Central, between Franklin and Clearfield, Pa. It is said that this new line will furnish a direct route to Ashtabula and that considerable coal at present sent to Buffalo and here trans-shipped west, will be diverted.

Local retail trade is wonderfully active, and dealers say that there is some trouble in procuring the domestic sizes, especially nut and pea.

scarce at the loading ports. While shoalwater and river points are now closed, the Connecticut river is said to be frozen five inches thick, there is no cessation in the orders from them. Considerable difficulty has been experienced lately through a shortage of cars at the discharging ports in the sound. The railroads have been very remiss in furnishing the necessary allotment to take the coal on arrival and the delays resulting therefrom made quite costly to consignees. The local and city trade at retail is good and prices are firm at \$6.75.

### Bituminous Trade Unchanged.

The business in all lines of the soft coal trade shows a good development and imparts a brighter outlook. While there has been no improvement in the car situation to permit of increased shipment, there is some hope of better things likely to occur after the first of the year so far. The transportation companies seem about as badly embarrassed for equipment as at any time this season. While the demand for coal is active and in instances being short, there is no large amount being shipped on spot orders. Most producers having contracts up to fifty per cent of their mine capacity or over have little spare coal over to sell. But where they can work ahead on the regular business and find a customer who will pay a higher price a sale is made. The prices for this class of trade range from \$1.50 f. o. b. mines for ordinary steam grades and over for special grades. Vessels for tide shipments are short and less coal in consequence is going to them. More coal could be moved if vessels were to be had. Freights are quoted from here to Boston, Salem and Portland at \$1.00.

by rail shipments and thus get relief in case of running short.

### All Rail Trade Good.

There is no let-up in the demand for all rail shipment throughout the New England territory and much of it takes considerable time before reaching destination. This seems true of all localities, as nearly all of the connecting roads via the bridge route and New York harbor are limiting the cars from going to the New Haven lines. In cases embargoes are placed on all shipments from New York. The situation is not much better at New Haven and other sound terminal points of the consolidated roads. Indeed consignees become almost distracted at times when the coal can not be discharged for weeks by a lack of cars. But there seems to be no remedy suggested on the part of the railroad management though they must realize the irksome condition. The steam grades are very active and it is hard to ship the quantity called for. Prices on these coals are very strong and inclined to advance.

### Bituminous Market Strong.

The soft coal market is quite strong and prices are very firm. Within a few days there have been sales made of standard West Virginia coals at \$4.25 f. o. b. cars Mystic wharf this harbor. While it is not impossible where needs are pressing even higher prices would be paid to obtain a cargo or two of the special grades. It is hard to estimate the extent of the demand because of the short supply of free coal, it being so nearly all absorbed on contracts that there is little to offer at any price. In instances it is thought consumers did not provide for full supplies early in the season with the belief that summer prices and conditions would extend well into winter to their advantage. Now that the market is entirely a selling one and has been so for six weeks or over, it would be difficult to get any quantity of the high grade coals at any price. This will possibly have the effect to change the minds of these buyers to purchase Pennsylvania coal, although these coals are also scarce and demand higher prices, which are quoted at \$1.35@1.50 at the mines. Vessels are not in good supply and rates are firm at \$1.00 to Boston from all lower ports.

## Baltimore Shipping Trade.

BALTIMORE, MD., Dec. 22.—(*Special Correspondence*).—Here, as elsewhere, it is all a question of cars. The statement of some railroads in the face of government investigation in the northwest that they are supplying sufficient cars to prevent a coal famine in the affected territory, could be applied to the local situation at present, whatever may be its truth of the northwest. But while there is as yet no famine here, there is certainly a desperate scarcity of cars, and unless there is an improvement in the near future there may be a real famine here. Enough fuel is coming through to meet export and coastwise demands of urgent character, and there is sufficient over to meet, for the better part at least, contracts in this immediate section, but there is no over supply, and already some stored stock is pretty close to the danger line.

With the light deliveries expected at and following the holiday season, and with no prospect of improvement in the car situation in the near future, there is indeed grave cause for fear that a traffic-paralyzing spell of winter weather would create a real famine in regard to bituminous at least. There is enough stored stock in the anthracite yards to meet demands for some time to come, but lack of transportation has prevented many expected deliveries even in this regard.

Prices are slowly but surely moving upward. In a general way it may be said that all grades of bituminous are bringing from five to ten cents more per ton than ten days ago. This advance will probably continue, and the end no man knoweth, as it will be dictated by nature and the railroads, the latter being unable to predict just what they will be able to do. Coke is moving up with bituminous, and, while anthracite has not changed since the first of September, heavy winter conditions may send this up also about the first of the coming year.

While certainly handicapped to a considerable degree by inability to get through coal as promptly as desired, still there has been quite a large movement both to northern and southern Atlantic

## The New England Trade.

BOSTON, MASS., Dec. 20.—(*Special Correspondence*).—The demand for hard coal continues strong and with seasonable weather is more likely to increase than diminish. Several cold days of the sort that are effective every now and then makes big inroads on dealers' stocks and keeps trade at retail moving freely. This reflected into the wholesale market is in the aggregate producing all the tonnage that can be taken care of. In instances there is delay on shipment because of bad weather or no vessel being available. Car goes calling for chestnut coal and in fewer

cases, stove, are frequently detained at the loading ports for a week and longer before the arrival of sufficient coal to load them. The more urgent orders are being gradually disposed of, making trade more regular though a few days of cold weather would put it back again. Shoal water ports are now closed by ice and river transportation to inland points is closed for the season. Most of these winter points, it is believed, are fairly well stocked to tide them over the season. Where this has not been done consumers are generally so situated that they can take coal in



ports, and for export trade. The actual exports for the week were:

Norwegian steamship Livingstone, for Cardenas, 968 tons; value, \$3,146.

British schooner H. J. Logan, for Fort de France, 1,380 tons; value, \$3,491.

German steamer Bylgia, for Cardenas, 3,190 tons; value, \$10,367.

British steamship Gloxnia, for Tampico, 2,258 tons of coal, and 1,652 tons of coke; value, \$12,563.

#### Charters Up Again.

There was another switch in charters. The

slight fall, especially south, of the previous week, was regained. Galveston, quoted last week as low as \$1.20, is now from \$1.25@1.50. Portland, Boston and Salem are at from \$1.10@1.15. Savannah and Charleston are now quoted at \$1.25, as against \$1.15 last week. Tampico and Vera Cruz are each \$1.80.

The Bureau of Equipment of the Navy Department has asked for bids for coal for the United States naval coal depot, Sangley Point, P. I. The bids must be in by December 27. The contract is for fifty thousand tons, or any part thereof, of semi-bituminous coal.

Many friends of President Murray of the Balti-

more & Ohio railroad in the coal trade here, are pleased with the announcement of his reappointment for a fourth term.

The Dollar Steamship Co., of San Francisco, has purchased the lake steamer John C. Howard, and is henceforth to be known as the Mellville Dollar. She will load coal here shortly for 'Frisco.

The Western Maryland railroad is to begin the new year with seven hundred new steel cars and twenty more locomotives, part of the additional rolling stock ordered last May. Much double tracking is also being finished, and this will aid the movement of freight.

## Eastern General and Personal Notes.

The Coal & Iron National Bank declared its first quarterly dividend of 1½ per cent, payable January first. Books close to December twenty-eighth.

W. A. Marshall, of No. 1 Broadway, New York, one of our energetic coal men in the trade, returned during the week from a short trip to Virginia, where he enjoyed some duck shooting, and the bracing climate of that country. He is looking physically fit for an active winter's business.

Navigation on Lake Superior is now said to be closed, with all vessels in port. The east-bound fleet, of about thirty-eight vessels, was blockaded at the Soo canal, but moved out on December thirteenth. West-bound vessels laden with coal for Lake Michigan ports will run until navigation closes.

Lucien Hill, manager of the United Coal Co., New York, is spending the week at the company's branch office at Boston to confer on business matters. The company is developing a large market in the East for its well-known Quemahoning coal, which is recognized as one of the standard steam fuels. It is also able to ship the product with considerable regularity, as it owns sufficient cars to take the entire output of the mine.

W. M. Greene, vice-president and general manager of the Baltimore & Ohio Southern Railroad Co., handed in his resignation at a meeting of the directors held December thirty-first, immediately following the meeting of the directors of the Baltimore & Ohio. It becomes effective January first. The vacancy was not filled. Mr. Green filled the post for about eight years, having his headquarters in Cincinnati. For three years before that he was general manager of the Baltimore & Ohio Railroad. The other officers were re-elected.

The steamer Norwich of the Cornell Towing Line, of New York, the oldest steamer on the Hudson river, while lying at her dock at Kingston, N. Y., early on Sunday morning, was badly damaged by a fire that started in the boiler room, making it necessary to submerge her to save the hull. The Norwich was built in 1836 and was in service as a passenger boat on Long Island sound and the Hudson river until 1850. Since that time she has been a towing boat and because of her ice-breaking powers had come to be known on the river as the "Ice King."

The Powhatan Coal & Coke Co. of West Virginia, filed a complaint with the Interstate Commerce Commission on Thursday of last week, through counsel, asking for an investigation of its charges of unlawful discrimination made against the Norfolk & Western Railway Co. Charges are made that the railroad has been unfair in the distribution of cars to fifty-seven coal and coke companies, with mines in the same district as the complainant. The Powhatan Co. complains that while it has a loading capacity of twenty-five cars a day, under the railroad's system it receives only ten cars a day.

It was reported at Philadelphia the first of the week that Lewis A. Riley, president of the Lehigh Coal & Navigation Co., the largest independent coal company in the anthracite region, had announced on Monday that he would not be a candidate for re-election as head of the corporation. He has been at the head of the

concern for ten years. Mr. Riley announces that the voting trustees of the company, at a meeting to be held on February twenty-sixth, will elect W. A. Lathrop, of Wilkesbarre to suc-  
currence in anthracite mining and is at present a member of the board of managers of the company.

General Superintendent T. E. Clark of the Delaware, Lackawanna & Western Railroad, announced on December thirteenth a ten per cent increase in the wages of all employes in the transportation department of the company, to take effect after January first. This includes all station agents, baggage masters, clerks, telegraph operators, and other employes on the main line from Hoboken to Buffalo and all branch lines. This order has nothing to do with the train service of the company, a ten-hour day and a wage increase having already been granted to the engineers, firemen and switchmen.

The Coal Merchants' Association of New York city, held its annual meeting on Monday of last week at the Coal Exchange building, New York. The general committee, consisting of twenty-five members, were re-elected, with one new member, Mathew Wilson, to succeed one retired. The general committee met on Thursday, December thirteenth, to elect an executive committee and receive the annual report of Commissioner J. Samuel Smoot. The officers of the Coal Merchants' Association and members of the executive committee elected at that meeting were: W. A. Leonard, president, and J. W. Bellis, vice-president. The other members are: Olin J. Stephens, W. H. Trimmer, M. Burns, W. F. Blaisdell and George Eltz.

A derelict was reported off Montauk Point, Long Island, a few days ago, and as the spars appeared above water, making the wreck dangerous to navigation, the revenue cutter Mohawk was sent on Saturday last to blow it up. Inquiry as to the nature of the wreck revealed that it was a barge, and was one which the tug Luckenbach had been towing, coal laden, from Newport News to Providence. Owing to a heavy blow off that point the barge foundered, and the three men aboard are said to have been drowned. Then it developed that the barge was originally the steamer Buena Ventura, which the gunboat Nashville captured as the first prize off Key West at the outbreak of the war with Spain. Later, it is said, she was sold at auction by the government and bought in by the Luckenbach Transportation Line, of New York, which ran her in the coal trade for two years and then converted her into a barge.

Consul F. W. Gooding reports that the largest commercial scheme ever formed in Australia has recently been completed in New South Wales, which includes all but one of the coal mining companies in the New Castle district and the shipping companies controlling the sea carriage of interstate commodities. There are thirty-one collieries and six steamship companies represented in the combine. The "vend" will control the coal mined, will regulate the sales of coal, and also the output of each mine, with the exception mentioned, the entire trade operation of the northern district will be directed and controlled. Its object is more to prevent unnecessary competition among themselves than to raise the price of coal above a reasonable figure. After January first, 1907, the minimum price of

the highest grade will be \$2.43; of the second grade, \$2.25; of the third grade, \$1.70 per ton. There is a committee of management in Newcastle and a board in London, England. Through the latter all contracts for coal destined beyond Australia are arranged.

J. H. Weaver & Co., with headquarters at Philadelphia, announced the appointment of H. B. Crandall, as manager of traffic and sales, with offices at the Whitehall building, New York city. This places Mr. Crandall in charge of the company's entire business, aside from the operation of its mining property. The duties cover the business transacted with all rail trade east and west, including New England and tidewater points. The position is a very important one, and the company is therefore deserving of much compliment in having obtained a person so ably qualified to accept it, as Mr. Crandall. He has been identified with the Erie, in its different departments of traffic and coal for twenty years. Acting for a long period as coal agent of that road, up to the time when President Thomas became chief executive of the Lehigh Valley railroad interests, he left to accept a similar position with this company. Remaining in this position for three years earned for him a record of merit and ability for long and satisfactory service, that so fully equips Mr. Crandall for his present position.

The Buffalo, Rochester & Pittsburg Railway formally announced on Thursday of last week the disposition of all its coal company stock to the Mahoning Investment Co. This is a new corporation, the stock of which will be distributed pro rata to the shareholders of the Buffalo, Rochester & Pittsburg Railway. The road's coal property is operated and held by the Rochester & Pittsburg Railway. Owing to this stock being pledged under the railroad's general mortgage bonds, it could not distribute the coal company's stock directly to its own shareholders, but instead a new company—the Mahoning Investment Company—was organized under the laws of Maine, to which the railway company transferred all its rights and title and interests in the coal company's stock, subject to the lien of the general mortgage bonds. The Mahoning Investment Company is capitalized at \$4,200,000, and all of this stock, with the exception of \$75,000, has been issued to the Buffalo, Rochester & Pittsburg Railway in payment for the stock of the Rochester & Pittsburg Coal & Iron Co. This stock now in the treasury of the railroad as a result of the sale is to be distributed pro rata to the common and preferred stockholders in the railway company. Each shareholder in the railway will receive twenty-five per cent of the par value of his holdings in the stock of the Mahoning Investment Co. The distribution will be made on December twenty-seventh. The control of the coal lands thus passes into the hands of the stockholders of the investment company, who are at liberty to dispose of it, individually when so desired. The sale, in other words, it was said, is an absolute one and provides for the complete separation of the coal lands from the railway company. The object of securing these coal interests from the railway was no doubt done in deference to the recent amendment to the Interstate Commerce Act, which provides that after May first, 1908, railroads engaging in interstate commerce shall not engage in other business than that of transportation.



## National Civic Federation Meets.

The National Civic Federation held its fifth annual meeting at the Park avenue hotel, New York city, on Wednesday of last week. There were 250 persons present, among them Andrew Carnegie, Cornelius N. Bliss, Oscar S. Straus, Nicholas Murray Butler, Archbishop Ireland, Bishop Potter, ex-Governor David R. Francis, Henry Phipps, Clarence H. Mackey, Samuel Gompers, John Mitchell, the Rev. Dr. Washington Gladden, Clark Howell and James Speyer. The meeting was called to order by August Belmont, the president. In an address Mr. Belmont reviewed briefly the two topics for discussion at the first day's session, namely, "Child Labor" and "Government by Injunction." Mr. Belmont urged the appointment of a committee to investigate the problems growing out of the accumulation of great fortunes. Mr. Belmont said:

"No subject can bring greater good to this country if correctly solved, or greater harm if for wise and just taxation punitive spoliation and the destruction of our boundless spirit of enterprise through hampering regulations being substituted.

"Government by injunction is another burning subject that is to be discussed. When our workmen become imbued with the idea that our courts are used by employers for partisan purposes, so to speak, it is a matter of great moment and worthy of the consideration of this body, and I hope some steps may be taken through the instrumentality of this organization to help solve this apparently insoluble question."

The discussion of the two questions of child labor and government by injunction was participated in by a number of men in labor affairs.

The annual dinner was held in the evening at the Park Avenue hotel. There were 220 guests, among them several women interested in social problems. Oscar S. Straus, who presided, pointed

out that a different relationship, apparently, existed between the labor leaders and the employers since the federation was organized.

"It has been an education to me," he said, "and whatever qualifications I may have for the post to which I have been called, at least as far as the industrial department is concerned, are due to the way the federation has brought me into contact with the labor leaders.

"Nine-tenths of the troubles of labor and capital are the result of misunderstandings. Some one said it was unfortunate that we have been unable to stop the strikes which have occurred in the last five years. But it is most fortunate that we have prevented strikes of which the public have no information and at which they would be startled if they knew. If we fight now, we know the way has already been prepared at the council table for coming together again, and any labor leader will tell you if he has not clearer and more fraternal views of capital as the result of the federation."

Mr. Straus quoted a man who said, "You can never satisfy labor. If you give them eight hours they will ask for seven; if you give them five dollars they will ask seven dollars."

"It is perfectly true and I thank God for it," he went on. "After all, dissatisfaction is the basis of our civilization, and if it is dead, civilization is dead. For five years I lived in a mediocval country. There was a paralysis of energy, and the government controlled every business and enterprise. Healthy dissatisfaction is the basis of progress, and I hope we shall always have it."

At the close of the fifth annual meeting on Thursday of the National Civic Federation two remarkable speeches were made by Melvill E.

Ingalls, ex-president of the Big Four, now chairman of its executive committee, and Andrew Carnegie. They formed part of a discussion of the advisability of income and inheritance taxes.

Mr. Ingalls said that the tariff was one of the reasons for the piling up of great individual fortunes, that another reason was secret rebates between the railroads and shippers, and that the third reason was the giving away of valuable public franchises.

He advocated a modified tariff, expressed the opinion that an end had come to the rebate evil, and suggested that either the municipalities take over their lighting and street railway properties or enter into partnership with private corporations so that the people might share in the profits. He thought these changes would lessen the number of multi-millionaires without injuring the value of property or the growth of legitimate fortunes.

Mr. Carnegie, while opposing an income tax, on the ground that it would be inquisitorial, declared himself in favor of a heavy inheritance tax. He said that money descending from parent to child had not, in his experience, provided the right sort of citizenship, and he would rather leave a son of his with a curse than with the almighty dollar.

He argued that multi-millionaires did not earn their great fortunes; the community earned them, and when the holders of the great fortunes died the share due to the community should be given to it. He protested vigorously against the "modern Shylock," who spends his last years in gathering more money, and said he believed the modern Shylock should be treated today as was the Shylock of Shakespeare's comedy under the Venetian law, that if an alien seek to injure a Venetian, one-half of his wealth should go to the coffers of the state.

## The Illinois Coal Operators' Annual Meeting.

The coal operators of Illinois held their annual meeting Tuesday, December eighteenth, in the rooms of the Association, Odd Fellows building, Springfield, Ill. There were about 125 members of the association present. The only matter of importance which came up, aside from the regular routine business, was the question of moving the headquarters from Springfield to Chicago. After some discussion over the matter it was decided that the windy city was the most advantageous location, as most of the operators have offices in Chicago.

When it came to the election of officers, Randolph Smith refused to run for another term and G. W. Traer of Chicago was elected president.

A vote of thanks was tendered the retiring president, Colonel Smith, recording the high appreciation of the operators for his services to the association.

The reports of the officers covering the membership and finances of the association were approved and filed. A special committee was provided for to look into the question of discrimination against Illinois coal in the Chicago market and elsewhere, and to co-operate with the University of Illinois and others in investigating smoke-consuming appliances. A committee was also appointed to prepare suitable memorial resolutions on the death of Mr. J. C. Simpson, formerly vice-president of the Consolidated Coal Co.

The following resolution was unanimously adopted:

Whereas, The members of the Illinois Coal Operators' Association greatly appreciate the work being done by the Illinois Geological Survey and the special work of the University of Illinois relating to coal burning.

Resolved, That this association heartily endorses the work of the Illinois Geological Survey and strongly favors its continuance and enlargement;

Resolved, That this Association recommends

that the state legislature at its pending session make an additional appropriation for further coal investigation; and

Resolved, Further, that this association favors establishing a course of mining in the University of Illinois, with auxiliary branches or mining institutes throughout the state under its auspices.

Resolved, That a copy of these resolutions be furnished the governor of this state, to the University of Illinois and to the director of the Illinois Geological Survey.

The following officers of the association and members of the executive committee were chosen for the coming year: G. W. Traer, president; R. R. Hammond, vice-president; E. T. Bent, secretary-treasurer; Herman Justi, commissioner; C. L. Scroggs, recording secretary and secretary of commission.

Executive committee:

First district, H. N. Taylor, Chicago, Ill.; A. L. Sweet, Chicago, Ill.; S. M. Dalzell, Chicago, Ill.

Second district, L. E. Fischer, Danville, Ill.; R. R. Hammond, Chicago, Ill.; W. G. Harts-horn, Danville, Ill.

Third district, T. F. Holmes, Lincoln, Ill.; D. D. Shumway, Springfield, Ill.; Lee Kincaid, Athens, Ill.

Fourth district, F. W. Lukins, Springfield, Ill.; John B. Falcetti, Virden, Ill.; S. A. Shafer, Assumption, Ill.

Fifth district, E. C. Donk, St. Louis, Mo.; A. J. Moorshead, St. Louis, Mo.; W. K. Kavanaugh, St. Louis, Mo.

Sixth district, R. H. Zoller, Chicago, Ill.; W. H. Greenwood, DuQuoin, Ill.; F. D. Secor, Odin, Ill.

Seventh district, F. S. Peabody, Chicago, Ill.; J. D. Peters, Herrin, Ill.; Walter Williams, Benton, Ill.; T. J. O'Gara, Chicago, Ill.

Eighth district, Richard Newsam, Peoria, Ill.; Robert Lee, Rock Island, Ill.

Ninth district, J. E. Rutledge, St. Louis, Mo.;

Joseph Lumaghi, St. Louis, Mo.; B. F. Bush, St. Louis, Mo.

Honorary members at large:

O. L. Garrison, St. Louis, Mo.; Randolph Smith, St. Louis, Mo.

A gigantic merger of all coal mining properties in Illinois within a radius of sixty miles of East St. Louis has been planned by eastern capitalists, whose scheme is said to be promoted by the Holbrook-Blackwelder Real Estate Co. of St. Louis. That an effort is being made to effect such a merger developed at a meeting of the Illinois coal operators in Springfield last Tuesday. Persons acquainted with the facts said that the plan contemplated an organization with a capital of \$60,000,000 that should control every coal mine in what is known as the East St. Louis district. If this is effected it will mean the control by one company of more than 150 mines, which are held by about forty different operating firms.

Fines amounting to \$168 were imposed on four coal dealers in police court at Indianapolis a few days ago when they were convicted of selling at short weight to their customers. A. A. Wilkinson of the Greer-Wilkinson Coal Co. was fined \$50 and costs, this being the second fine imposed on the company for the same offense. A. E. Bradshaw, president of the Indianapolis Mortar & Fuel Co., and Perry K. Huey and Charles H. Thompson, operating their own companies, were each fined \$25 and costs, the offenses being their first.

The Link Fuel & Supply Co., whose coal hopper at Milwaukee, Wis., was recently destroyed by fire, will tear away the debris and erect new sheds at once. The damage, which amounted to two thousand dollars, was fully covered by insurance.





Office of THE BLACK DIAMOND,  
PITTSBURG, PA., Dec. 22, 1906.

The crying problem in the Pittsburgh district, which still remains unsolved, is the car problem. How to make one car do the work of two is above the proportion it has now assumed. The largest producers of coal in the Pittsburgh district have been forced to close down a number of their mines, on account of the inability to get a sufficient amount of cars to carry the stuff. This is also the experience of other smaller coal shippers in the district.

The coke producers are also hampered in the same way as the coal people, box cars in particular are exceedingly hard to obtain, and these are preferred above all others.

Now that the lake season is closed, it is expected that cars will be more plentiful, but up to today there is no change in the general supply.

Labor in the district is about on a par with the demand for the men; on account of some of the mines shutting down the supply has worked up somewhat, and men to work at both mines and ovens are more easily obtained than for some weeks. There are no labor troubles to report in this region; the situation at the two mines that were on strike, the Allegheny Coal Co. and the Pittsburgh Plate Glass Co., remain in the same status as has existed for some time.

Shipments of coal by the river route still continue with a pleasing regularity. At present there is a large quantity of coal in the harbor that can not be sent forward, as there are not sufficient towboats on hand to carry them. Not for a long time have the river operators enjoyed such an uninterrupted season of water shipments as they have had for the past six weeks; as a result many millions of tons of coal have been sent south, and the end is not yet.

An interesting contrast is noted here regarding the two methods of shipping coals, viz.: by rail and by river; and here is an argument in favor of the improvement of the Ohio river. At the present time the Pittsburgh harbor is full of empty barges, ready to be taken to the upper pools for refilling; these barges have all come back from down the river points during the past few days; if the present water stage keeps up the barges now empty will have been sent down the stream again, and their places taken by others, which in turn will be refilled and reshipped. An endless chain of barges are going and coming and there are always plenty of barges waiting to be filled. Contrast this with the car situation on the various railroads. If barges can be made fast enough to supply the demands of the river coal shippers, why can not a sufficient amount of cars be manufactured for the rail shippers?

#### A Year's Record.

Statistics to hand from Mr. W. M. Crall, of the Pittsburgh Car Service Association, show a marvelous growth in the total tonnage sent out of the Pittsburgh district for the year, to which figure must be added the shipments for the present month. The total number of tons shipped runs up to the enormous sum of 120,000,000; of this coal totaled over one-third of the full amount or 46,000,000 tons, and her co-partner coke is a good second, being 20,000,000 tons; the balance is made up of finished steel products, lumber, etc. This is truly a stupendous amount of freight, and cer-

tainly stamps the Pittsburgh district as being the greatest freight producer in the country, and doubtless the greatest in the world.

#### Coal Crazy.

Attention is called to a news note in another part of this letter regarding the failure of the Farmers' & Drovers' National Bank, of Waynesburg, Pa. The comment by way of explanation as to the cause of the failure is doubtless true. Greene county, Pa., has been much to the front in recent months on account of the coal deals reported to have been made there. If all the sales of coal properties in Greene county, during the last two or three years were bona-fide ones, the ground has been sold several times. Carried away by the reports made from time to time of the immense increase in values of Greene county coal lands, and spurred to action by the successes of such men as J. V. Thompson, of Uniontown, and others, it is said that a perfect army of speculators sprang up in the county capitol. Waynesburg is like their near neighbor Washington during the oil excitement. Every man in the town became a dealer in coal lands. Some of them became well off, but more of them are today land poor. The fever spread until former conservative men forgot to be careful; the banks and their officers and directors became mixed up in the general scramble for hurried and increased wealth and the inevitable result has come about; depressed values, unlawful actions, a closed bank, and probably prison cells for some.

#### Prices Unchanged..

The rates of last week on coal prevail this week. Run of mine coal is strong at \$1.45@1.55 per ton, f. o. b. the mine. Three-quarter inch remains unchanged, at \$1.55@1.65 per ton, f. o. b. the mine. Lump coal is a shade weaker at \$1.60@1.70 per ton, f. o. b. the mine, and slack is a little higher, being quoted at \$1.00@1.10 per ton, f. o. b. the mine.

Coke is stronger and higher; it is really remarkable how the coke market keeps up; producers are overrun with orders, and are not anxious to book contracts ahead. The coke trade is assuming the nature of a speculative proposition, and the man that has the goods can almost dictate the price for the same.

Furnace coke is selling for \$3.30@3.50 per ton, f. o. b. the ovens, and is hard to obtain at these figures. We learn of contracts made during the week at \$3.25. Foundry grade is strong at \$4.10@4.40 per ton, f. o. b. the ovens, and is scarce at any price. Coke producers are extremely conservative, and are not hunting orders; many of them are tied up with contracts at prices much below the market rates, and this fact should not be thrown at them too strongly nor too frequently, as it makes them skittish.

The outlook for both the coal and coke industry in this section is good. A safe prophecy for coal is that it may let up somewhat in prices. A conservative view for the coke market's future is that present prices will be sustained, and will possibly go higher.

The retail situation remains unchanged. Winter is upon Pittsburgh in earnest, but not with such severity as to make any shortage in fuels or provoke an increase in present prices.

#### GENERAL AND PERSONAL NOTES.

Shipments of coal and coke on the Pennsylvania lines east of Pittsburgh for the week ending December eighth again exceeded the million-ton mark, the shipments aggregating 1,081,097 tons.

"Pittsburg Coal" was discussed in a paper read on Tuesday evening last before the Engineers' Society of Western Pennsylvania by F. Z. Shellenburg. The statement was made that sixty per cent of the coal mined here was consumed in this district.

The power house of the Pricedale mines of the Pittsburgh Coal Co. was destroyed by fire on the night of the twelfth instant. The entire equipment, including a battery of six boilers and three large dynamos is a total loss. The damage done amounts to \$150,000.

The Beamer Pick & Axe Works at Manor, Pa., has been purchased by the Consolidated Handle Co., a \$1,000,000 corporation. The plant is the largest of the kind in the United States, the company having recently completed a large brick and iron factory building as an addition to the old works.

Another heavy consignment of coal was sent out this week by the river shippers. The number of tows already sent out have been limited, as many of the boats have not yet returned from their last trip to the south. River men are taking advantage of the high water, and will send shipments forward as rapidly as the supply of towboats will permit.

Harry Beeson, J. T. Robinson and L. E. Lynn, of Uniontown, Pa., have closed a deal for the sale of 1,176 acres of coal to R. B. Cunningham of Fairmont. The coal was sold for one hundred dollars an acre and is located at Brown station, W. Va., not far from Clarksburg. The land was bought a few years ago by Beeson and his associates for from eight to thirteen dollars an acre.

The Westmoreland Coal Co., Connellsville, Pa., which owns a valuable coal field in the valley of Sewickley creek, Sewickley township, has a force of men at work there locating the outcrop of the Pittsburgh seam. The face of the seam is being exposed on different farms by the excavation of drift mines. The work is being done under the direction of W. P. Bell of Bell's Mills.

"Even if the lake traffic is closed the coal business continues to be good. There is a large amount of coal standing on the tracks in the lake ports, but a few days of this cold weather will clear it up and the coal companies of Western Pennsylvania and Eastern Ohio will doubtless enjoy a prosperous winter." The above statement is made by Charles W. Bygate, sales agent for the Pickands-Magee Coal Co. of Pittsburgh.

Among the heaviest shippers in the Pittsburgh district, the present agitation over car shortage has been treated with somewhat different views than is generally taken. For a long time there has been a complaint, not over the lack of cars, but of the manner in which railroads are handling the cars they have. It is here that the chief trouble is said to exist. While shippers are calling vainly for cars, and mills are menaced with forced suspension of operations, because of the inability to keep shipping yards clear, there are said to be thousands of empty cars at junction points and terminals held for loads, and the railroad companies are unable to move them because the locomotives cannot do the work fast enough.

The H. C. Frick Coke Co., Pittsburgh, is preparing to erect four big coke plants in the lower Connellsville region and to have these plants ready for operation at an early date. One plant of four hundred ovens will be built between Leckrone and Smithfield; another of four hundred ovens will be located at Ronco, from where the company has been shipping raw coal; a third plant of four hundred ovens will be located at Orient Coal & Coke Co., and a fourth plant of two hundred and fifty ovens will be built on the Low Phos branch of the Connellsville Central railroad. The

company has just completed large plants at York Run and Shoaf in the southern end of the region and this renewed activity indicates that a great tonnage of coke will be needed by the company in the immediate future.

Reforms and adjustments desired in weighing coal and other mineral products were arranged yesterday at a meeting in the Union station of the leading coal traffic officers of the lines in the soft coal territory. Among those present were Freight Traffic Manager McCabe and General Ore and Coal Agent Perkins of the Pennsylvania lines; Manager of Freight Traffic Wight, General Coal and Coke Agent Matthews, Coal and Coke Agent Cromlish and Division Freight Agents Gray, Constans, and Anderson of the Baltimore & Ohio; Freight Traffic Manager Ingalls of the New York Central lines at Chicago, General Ore and Coal Agent Bromley of the Lake Shore, General Freight Agent Terry, of the Pittsburgh & Lake Erie, and T. D. Hobart, coal and coke freight agent of the Norfolk & Western.

P. J. Forsythe, surviving partner of the late W. C. Jutte, in the firm of P. J. Forsythe & Co., entered three suits in common pleas court No. 3 today, asking for large amounts of money for services alleged to have been performed while a member of the firm and while working for the firm of W. C. Jutte & Co. From the Peoples Coal Co., he asks for \$18,882.40, which he claims is a balance due the firm of P. J. Forsythe & Co. The debt, it is claimed, has been standing since 1902, and he also asks for interest. Another suit against the Peoples Coal Co. is a personal one, and the plaintiff wants to collect \$2,436.77, which he claims is due as a balance for a deal in coal lands he claims to have engineered for the defendant. The other suit is against the W. C. Jutte Co., and is for the collection of two thousand dollars. This amount, it is claimed, is due as salary as manager. Interest is also asked in this action.

Crushing ordinary bituminous coal as it is fed to an ordinary boiler and then by an air pressure supplied by a small blower on the side of the boiler, blowing the coal in powdered form from each side of the fire box simultaneously, where it is ignited and then burns more like an electric arc light and with a test of 4,000 degrees because of the combination of air and powdered coal, is the latest proposition to absolutely do away with the present smoke nuisance in Pittsburgh. Experiments were made with this method recently at a convention of smoke inspectors at Detroit that astonished the delegates and has aroused much comment from various sections of the country. At places where this system has been tried it is claimed that thirty per cent of the coal bill has been saved, and the labor cost has been reduced from seven or eight to one man, to care for the boilers and fires. Engineers who have investigated the matter say that the idea is not one of a smoke consumer, for there is no smoke. It is merely applying natural laws to the operation of burning coal.

With the loading of coal at many of the Pittsburgh mines Saturday for shipment to the lakes, whence it will be transported to the northwest for winter consumption, the last of this year's coal movement for that trade will have been made. The importance of this announcement is fully appreciated by the coal miners and operators, who, since early spring have been bending every energy to make the present year's lake shipments the largest in the history of the trade. Only rough estimates are as yet obtainable as to the result of the past season. It is learned, however, that upward of one million tons have gone to the lakes from Pittsburgh in excess of 1905, and this in spite of the unusually severe car shortage. In 1905 it was not the car shortage that troubled the coal men, but the vessel shortage, due to the strikes on the lakes. This year there were vessels in waiting constantly for all the coal the railroads could haul to the lake ports and it was impossible to ship them out promptly. Most of the coal companies engaged in



lake coal trade are of the opinion that had the car shortage been equal to the demands, the tonnage gain for the year would have been two to three million instead of one million tons.

For a number of days past the public press of Pittsburgh, and doubtless of the country at large also, has teemed with news items and editorials regarding the failure of the Farmers and Drivers National Bank of Waynesburg, Pa. All kinds of explanations have been made regarding the matter, but the most plausible one is that given by a prominent coal man of the city, who said: "The entire trouble in the Waynesburg business section appears to have arisen from the extensive speculation in coal lands by men who had to get repeated accommodations from the bank in order to carry the loans they assumed. It is said that Cashier Rhinehart, of the failed bank, has no less than 8,000 acres of coal land himself. This is said to be worth in the neighborhood of a million dollars if it could be realized on at fair figures." Continuing the coal man added his opinion that "the people of Greene county are coal crazy, the fever for buying coal properties caught them just as the craze for buying oil lands or mining stocks."

One of the most extensive coking ventures of recent years in the Connellsville region is about to be undertaken by the Overholts and Keisters of Scottdale. These interests have taken options on tracts of land totaling fifteen thousand acres between Connellsville and Ohio on the west side of the Youghiogheny river, and have already closed deals for tak-

ing up seven thousand acres. Two thousand coke ovens will be built and operations will begin at once. The project is the result of the coming of the Wabash to the Connellsville coke region. The coal is located along the main line of the Wabash, to the seaboard, as at present surveyed, and there will therefore be adequate railroad facilities. In order to allow the commencement of operations before the coming of the Wabash it is planned to build a bridge across the Youghiogheny from the proposed works to the main line of the Baltimore & Ohio railroad. G. C. Landis, one of the best posted coke men in the region and until lately superintendent of the Mt. Braddock works of the W. J. Rainey Co., is to have charge of the operations. The coal to be worked is of the Upper Freeport vein, the same as is being mined on the west side of the Youghiogheny now by the Dunbar Furnace Co.

The furnaces now in operation are sufficient to use up the entire output of coke, and, indeed, more coke could be used if it could be found. Within the ensuing six months twenty-seven additional furnaces now in course of construction will be blown in, and these will require the output of several thousands of coke ovens. Besides these, there are in addition forty-seven more furnaces in course of construction, all of which will be finished and ready for operation within the next two years. It is estimated that it will take twelve thousand more coke ovens than now exist to supply the coke to keep all these new furnaces in operation, and there is said to be

considerable alarm felt among furnace men as to where this supply is to come from. Even though they should commence immediately to develop more mines of coking coal, and build ovens, it is said that it would take at least two years before they would be producing coke. But there is a scarcity of coking coal, and therefore it is a problem where the furnace men can secure good coal acreage, in order to open up mines and build ovens. The Jones & Laughlin Co. is now building one thousand new coke ovens, but these will be hardly sufficient to supply the coke necessary for the company's increased furnace capacity. The H. C. Frick Co. are reported to be working up to their capacity and the coal mines which they own are working over time.

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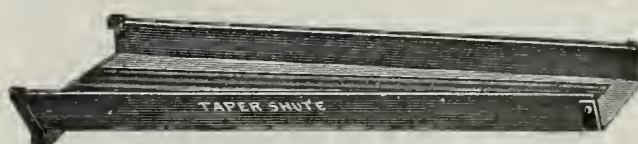
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# THE HOCKING VALLEY TRADE

COLUMBUS, OHIO, Dec. 22.—(Special Correspondence.)—Some needed strength has been imparted to the market during the past week by the most seasonable spell of weather that has been experienced yet this winter. Throughout a large section of the nearby selling territory the ground is covered with snow, giving a suggestiveness of coal needs that is borne out in part by the temperature.

A number of companies report a considerable increase in the volume of orders, but, on the whole, the effect has not been as pronounced as could have been desired. Dealers are well stocked, and it will take a week or two of active demand on the part of consumers to bring about active buying. At this stage of the game, and with the warm weather record of last winter, the average dealer is willing to take chances on the market as long as the temperature remains on the sunny side of zero.

## No Cause for Complaint on Present Prices.

Except for the snappy weather of last October, which set everybody to guessing on what was going to happen in the way of coal needs, and which stimulated the laying in of stocks, it is likely that domestic lump would have been selling for \$1.50 instead of \$2.00. Considering the mildness of the season, the conservative coal man feels that the market has kept up wonderfully well.

There is reported to be considerable price-cutting at points reached by non-air cars, but otherwise the circular on domestic coals appears to be holding its own. The trade is susceptible to active stimulation by a touch of severe weather within the natural winter territory.

The big companies which ship to the northwest state that existing conditions in certain sections of that territory will have little, if any, effect upon the market here. The season is over, so far as that feature of the Hocking valley trade is concerned. Something like 1,500,000 tons went up during the spring and summer from this locality. After October the energies of local operators are directed toward trade nearer home. In interviews given out by the heads of the Sunday Creek and the New Pittsburgh companies, which ship practically all of the coal that goes from the Hocking valley to upper lake points, it is cited that the trouble does not lie in lack of fuel on the docks, but in the inability of the railroads to distribute it to consumers on account of car shortage.

The feature of the steam coal trade continues to be the demand for slack, with prices showing an upward tendency. Although quoted on circular at \$1.10, the most of it is selling at 90c, with prospect of reaching \$1.00 in the near future. Other grades of steam are commanding profitable prices.

A slight improvement in the car supply was mentioned last week, but this appears to have been only temporary, as reports for the past few days shows it to have dropped back to an average of about forty per cent for the Hocking valley, with conditions even less favorable for West Virginia, in so far as they pertain to localities represented in Columbus.

The retail market is firm at \$3.50 for Hocking domestic. Car supply from the mines to this city is good, on account of their being plenty of non-air equipment.

## New Car Distribution Rules.

A very live local question just now is the proposed change in the rules governing the distribution of coal cars on

the Hocking Valley system. Under the present arrangement cars are cars, no matter from what source they come or for what purpose they are intended. They all count in the quota allotted to the various operators. No distinction is made in railroad contract coal where the purchasing line furnishes cars for transporting same.

Under the rules which are expected to go into effect the first of the year cars supplied for railroad fuel will not be considered as part of the regular allotment of any mining company, but the latter will receive their share of the regular supply without regard to how many empties are received at the mines on railroad contract business. This includes not only fuel for foreign roads, but those for the Hocking Valley system itself. The subject has been discussed at a meeting of the operators, and it is stated that with a few exceptions, consisting of companies having a large contract trade of this nature, they are against it. It is claimed that it leaves a loophole for discrimination, as there is no definite means of determining whether or not coal shipped out as railroad fuel will not go to the regular market.

The matter is exciting a great deal of controversy, but there is little prospect that the Hocking Valley will recede from the attitude it has taken in regard to cutting such cars out of the quota. In such case it is expected that the question will be taken into the courts. The companies who are to be benefited by the change claim that it should first be given a fair trial before being condemned, that the present system governing railroad coal is unfair to operators who are depended upon by transportation companies for the bulk of this low-priced business, and that a better plan than now exists from taking care of this class of trade will prove more satisfactory to the coal interests in general.

## PERSONAL AND GENERAL NOTES.

C. J. Rottinghaus, of Dayton, Ohio, was in the city on Tuesday last.

C. N. Nicol, of the Trojan Coal Co., Troy, Ohio, was in town last week.

George H. Barker, manager for Maynard Bros., was in Toledo Tuesday.

E. J. Howe, the well-known Findley, Ohio, coal man, was in town Saturday last.

The W. J. Hamilton Co. closed a contract this week for 200 cars of railroad coal.

President Kachelmacher, of the Columbus & Hocking Coal & Iron Co., is in New York.

H. G. Bowles, of the Pearl Coal Mining Co., Fairmont, W. Va., was a recent visitor to Columbus.

J. W. Redman, agent for the Pierre Marquette railway, was calling at local coal headquarters on Tuesday.

Frank W. Fellenz, of the Pennsylvania Coal & Supply Co., Milwaukee, Wis., was in town buying coal this week.

Among country dealers in town during the past week were: J. Blood, Newark, Ohio; W. F. Small, Stoutsville, Ohio, and S. C. Bishop of Centerville.

C. M. Anderson, of the Anderson Coal Co., has returned from a trip to the company's mines, in the vicinity of Charleston, W. Va. A car famine in an extremely aggravated form has

existed there for a long period and Mr. Anderson reports no material improvement.

The New Pittsburgh Co. has issued the Christmas number of its popular series of cartoons. The one in question is a clever take-off on existing coal conditions.

The new opening which the Columbus & Hocking Coal & Iron Co. is making at Sand Run, in the valley, will produce a No. 6 coal for domestic and steam purposes.

A. B. Hatch has sold his retail coal business, located at St. Clair avenue and the C. P. & St. L. tracks. The name of the new concern is the J. Furniss & Son Coal Co.

W. A. Gipson, of Upper Sandusky, Ohio, was here on Tuesday en route home from Cincinnati, Ohio, where he had been called in connection with important coal matters.

The Ralston Steel Car Co., of Columbus, has closed a contract with the M. A. Hanna Coal Co., of Cleveland, to deliver the latter 1,000 gondola dump cars during the first half of 1907.

Joseph H. Dienst has opened up a new coal yard at 332 West Broad street, near his former location. Several months ago his former business went into the hands of a receiver and was sold by order of court.

Louis Holbatch, of Bellefontaine, Ohio, has accepted a position as traveling salesman with the Columbus & Hocking Coal & Iron Co., to succeed O. P. Sell. He was formerly connected with the George H. Jones Co., of Toledo.

The Sedalia Coal Co., Old Colony building, Chicago, have not been involved in any way in the financial troubles that have overtaken J. Will Smith since he purchased the Sedalia mine at Gloucester, Ohio. Neither is J. Will Smith, president of the Sedalia Coal Co. The Sedalia Coal Co. sold their property at Gloucester last June to Smith and it seems he immediately mortgaged the property for all it was worth and left about a month ago for parts unknown. J. W. Blower, general manager, Hislyvania Coal Co., has succeeded W. J. Hamilton of Columbus as receiver for the mine. Every indication points to the disposal of the property at private sale and it is hoped to realize enough money to satisfy creditors. It is claimed that since Mr. Blower has had control of the mine it has shown a net profit. The Sedalia Coal Co. holds a first mortgage on the property for ten thousand dollars.

## Car Shortage?

Lot of 30-ton Hopper Coal Cars, Westg. air brakes, auto. coups. Pass rigid M. C. B. inspection.  
Lot of 25-ton Flat Bottom Gondolas with 2 drops in floor. Piped for air and hand brakes.  
Lot of 25-ton Flat Bottom Gondolas, 35 ft. 3 in. long. Piped for air and hand brakes.  
Above will be sold in lots to suit. Would suggest action by wire.  
Locomotives, cars, steam shovels of every description. Contractors' outfits. Correspondence solicited.

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# THE BLACK DIAMOND

VOL. 37. No 26.

★★★

CHICAGO  
CINCINNATI

DECEMBER 29, 1906.

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PITTSBURG

\$3.00 PER YEAR.

## General Review of the Markets.

LOOKING backward and forward, attending to the little business which each day brings forth and waiting for the new year to usher in all its potent possibilities is the attitude of the coal trade this week. The usual dullness occasioned by the holidays and the condition of business at this time of the year, when inventories and plans for the future monopolize attention, together with the unseasonable weather, has put the market in a state of expectancy, the prices remaining about the same as last week. The trial balance of sales agents and dealers will soon be filed with the records of 1906 and in most cases they will show a balance on the credit side of the ledger. On the whole, the year just closed has been very prosperous. Very few failures in the coal industry have been reported. Some claim that one of the characteristics is that the strike demonstrated the weakness of organization on the part of the operators and the necessity of individuals being strong enough to lead in their own fights. There are very few labor troubles predominating and, on the whole, the outlook is very promising for the year 1907. As is usually the case the miners lost considerable time this week. The production on Wednesday, no doubt, was no more than about fifty per cent. The shortage of coal throughout the northwest is not as great as last week, special trains having been dispatched to relieve the tension. Much interest is shown in the shippers' national demurrage law convention, which is to be held in Chicago January fourth. Every shipper in the country is invited to attend this meeting. Important subjects, as reciprocal demurrage, unfair switching charges, unjust rulings, and any other subjects affecting the progress of the industries, will no doubt be discussed and action taken to accomplish legislation in the form of an amendment to the interstate commerce act which will be of highest good to all concerned. The coal industry is generally paralleled by the prosperity in the field of iron and steel. Iron shipments this year have increased nearly four million tons over the production of 1905 and steel plate has advanced three times during the last month, the last increase being two dollars a ton. Sales during the last two weeks of pig iron to Pennsylvania mills, for delivery during the third quarter, aggregated over 75,000 tons. The state of the trade in all the industries is good and prices are on the upward trend. Collections are much better than usual and every aspect in the industrial world indicates that business in 1907 will surpass all former records.

### Conditions Affecting Transportation.

The state railroad commission of Ohio has handed down a decision that the owners of private cars shall not have a larger allotment than other shippers. This ruling, if adhered to, will place all shippers on the same basis of equity. Reports from Hocking Valley operators show that the car supply is still not more than forty to fifty per cent of normal capacity. West Virginia conditions are worse than ever and the percentage of equipment does not equal over fifteen per cent. The supply of cars in the Cartersville district is very short and sales agents are having much difficulty in keeping up with their orders. The transportation of coal to inland points throughout the Northwest is somewhat better than last week, much of the railroad equipment having been diverted from the dock business. Many of the mines have been operating only a few days during the past week, which should permit the railroad companies to pile up a large supply for immediate service at the beginning of the year. On the whole the car situation is a little easier than it has been at any time since September. Recent investigations by the interstate commerce commission at many points seem to indicate that the railroads have not been increasing their equipment to keep up with the rapidly increasing progress of the country. The railroad officials try to excuse themselves on the ground that the railroad car shops are way behind on their orders and that it is impossible to get new cars, but statistics, recently compiled, show that the car shops belonging to the railroads, during this year, produced forty per cent less cars than in 1905 and that independent car shops produced fifteen per cent less cars than last year. The recent report from the American Locomotive Co. gives special attention to its unprecedented business in automobiles and the manufacture of trucks for street cars, but very little space is given in the report to the manufacture of locomotives. These records would seem to indicate that the stock jugglers of the railroads have been requiring their superintendents and their traffic managers to operate the roads with the least possible expense in order that the reports circulated in Wall Street may be advantageous to the issuing and sale of more stock, rather than giving efficient service.

### Anthracite Coal Firm.

Little change has taken place in the anthracite market during the past week. Many sales agents are entirely out of nut coal and very far behind

on their orders for the pea description. The country demand is active and the stocks of retailers have become so depleted that the demand would become very great with the advent of severe cold weather. The car situation is a little easier than last week. Shipments from mines to inland points are greater than at any time during the season. Navigation closed with a shortage of over 266,000 tons at the Chicago port. The arbitrary rulings of the railroads relative to not permitting equipment to go on to foreign lines makes it almost impossible in many cases for sales agents to fill certain classes of orders which they have been holding on file for weeks. Dealers are becoming very impatient and in some cases cancellations have been reported on the part of retailers who believe they can get prompter shipments from other sources. The retail associations throughout the country have been active during the winter and at most points have operated for the good of the trade. The so-called "Snow Birds" have probably not done as thriving a business as usual. The Pennsylvania railroad has recently made a ruling that coal shall not be sold to employees of the road in car load lots, which will mean a large increase in the amount of business for retailers at many points on the Pennsylvania line.

### Bituminous Market in Good Condition.

The mild weather and the holidays have made bartering in bituminous inactive this week. Consumers are buying only enough coal to supply present demands. The production from the mining regions will be mitigated on account of the miners having a good time during the holiday season, but the effect of the decrease in output will not be felt perceptibly for two or three weeks. Screenings are specially strong and have made an advance of fifteen cents. Cannel coal continues in very strong demand and has sold as high as \$6.40 in some instances. Youghiogheny is in better demand than last week. Kanawha splint is very short and very little spot coal of this description is available. Smokeless mine-run continues active and the eastern demand is sufficient to hold the price up to \$1.50 f. o. b. the mine. The market on the whole this week is in a fluctuating condition, prices in many cases depending upon the demand or available supply. The trade in general is in a state of expectancy and if severe cold weather does not predominate early in the year many operators and sales agents predict that prices will be on the downward trend.

### Eastern Markets Active.

The markets throughout the east are in a good condition. Nut coal continues very short and slack is very scarce. The harbor trade is strong and barges are hindered in transit on account of bad weather. There is a shortage of vessels also in the Baltimore district, which market is absorbing most of the output from adjacent mines. Buffalo reports a better supply of cars, which is enabling dealers to take care of current business in a very satisfactory condition. The demand for slack greatly exceeds the supply and other steam sizes are also very short. One of the most important transactions of the week is the purchase by the Lackawanna Steel Co. of the coal mining properties formerly owned by the Ellsworth Co., of Pennsylvania, for ten million dollars. The development of this property will no doubt bring a large amount of coal into the Buffalo market. The tonnage being transported to inland points from eastern markets is greater at present than during almost any week this year. Export business is retarded by a shortage of vessels. Long Island sound trade is in good condition.

### Western Markets Firm.

The prices of coal coming into the western markets continue firm and there is very little fluctuation. The coals which are strongest in the market are the domestic sizes, screenings, and the Cartersville product. Hocking coal is in little better demand than last week and most operators claim they are receiving circular prices. In some cases sales agents assert they have been able to pick up some of this description of coal as low \$1.90 at the mines. Transportation facilities have not improved very much on roads intercepting mines which produce coal for the Chicago market. The car supply in the Hocking Valley is a little easier but in the Cartersville district there is no improvement and some assert that they are not able to get as many cars as last week. The amount of bituminous coal, which came into the Chicago market during the year 1906, is nearly a million and a half tons over the production of 1905, which represents an increase of about ten per cent. On the whole the western markets are in a better condition than they were a year ago at this time. Sales agents and operators are in a hopeful frame of mind and anticipate that 1907 will bring forth a large increase in business.





OFFICE OF THE BLACK DIAMOND,  
CHICAGO, Dec. 27, 1906.

The market this week is somewhat in the state of inactivity owing to the mild weather and the holidays. Consumers are buying only the coal needed for present demands. Many reports come from the mining regions to the effect that few of the mines were in full operation on Wednesday and the production did not average more than fifty per cent. It is probable that they will be operating normally by the end of the week. The lessening of the output on account of the miners not working during the holidays will, however, not be felt in the market until next week or the week after, although in some cases consumers have anticipated the falling off and have therefore made their orders a little larger. The market this week is in a nervous state and prices fluctuate according to the demand or the amount of spot coal available. The market, however, is in a better condition than it was a year ago at this time. Prices in general are firm on almost all sizes and descriptions. Clinton screenings are strong and have taken a jump of fifteen cents. Cannel coal is also very strong and has sold as high as \$6.40. Youghiogheny is also stronger than last week. Producers of Kanawha splint have very little coal available and prices are firm. There are practically no labor troubles to affect the supply of coal at the mines. Labor in general is very well satisfied and at many points there is a scarcity of enough men to carry on operations at normal capacity. It is anticipated on the part of sales agents and operators that if cold weather predominates for the next few weeks the trade will be characterized by brisk demand.

#### Car Service Unimproved.

Operators and sales agents in the Cartersville district claim that they are further behind on their orders this week than last. The amount of cars offered for transporting coal to market in the Hocking district is a little larger than has characterized the conditions in some time. Therefore the percentage of Hocking on tracks is larger than usual. There is, however, little spot coal on the Illinois Central available. The controversy relative to transportation in southern Indiana has not yet been settled, which is having its natural effect in hindering the reasonable dispatch of coal to market. There is considerable complaint on the part of sales agents and shippers relative to the new reconsigning charge on the Illinois Central and Chicago & Eastern Illinois roads, which went into effect this week. Many members of the industry fail to see the justice of this reconsigning charge, believing that the freight rates now charged for transportation of coal, with the unreasonable delays in shipments, should be sufficient to cover the cost of reconsigning. If cars were reconsigned promptly no doubt shippers would look upon the ruling more favorably, but when it takes sometimes a week or ten days to deliver a car from one road to the other while consumers are clamoring for coal, the shipper does not feel that he is getting value received for the two dollar charge. There is no doubt but that the car shortage is the chief factor in control of prices of coal. It has been asserted on the part of some statisticians that the railroads' excuse that they lack motive power is not rational. The last census shows that there was an increase of thirty-five per cent in the number of locomotives in ten years when the percentage of tonnage increased over one hundred per cent. Bulletin No. 27, United States Census Bureau, gives statistics of the construction of locomotives by railways. It appears that they built in their own shops 207 locomotives in 1900, but only 148 in 1903. The American Locomotive Co., in its annual report,

gives a large amount of space to its success in building automobiles and trucks for street railways, but it does not mention the number of locomotives which it has produced. These facts seem to argue that the highest officials of the railroads are demanding that the managers and superintendents under them cut down the operating expenses as low as possible rather than give to the public a reasonable service. Recently compiled reports also show that the railroads themselves built forty per cent less cars during 1905 and in 1900 and that independent car companies built fifteen per cent less cars in 1905 than in 1900. This does not look as if the railroads were doing all they could to relieve the car shortage because it is not the nature of American industries to go backward.

#### Anthracite Coal Firm.

Many of the mines are not operating this week to full capacity on account of the holidays. The reduction in the output, however, will not be greatly felt owing to the large amount of dock coal which is being constantly shipped and the restriction of the products of the mines to various points of the country. The coal being delivered on orders placed months ago will be mixed in with the present shipments and the effect of the miners not working full time will therefore not be perceptibly noticed. The demand in the country continues active although it is not as active as last week. Chestnut coal continues very short, especially at inland points. Reconsigning charges and the obstinate rulings of the railroads to the effect that cars can not leave their lines or that they can be shipped to only certain points continues to make it very difficult for sales agents to fill some orders. Many retailers now wish they had placed a sufficient stock of coal to take care of current demand when it was possible to get prompt transportation service. The car situation perhaps is a little easier this week than last and it may be anticipated that after the holidays the number of cars available for transportation of coal will be somewhat larger than at present. The hard coal market depends principally upon the state of the weather. Sales agents have caught up to a large extent on their back orders and are in a good position to take care of new business promptly. A little continuous cold weather would bring in an avalanche of orders and make the market strong on all sizes.

#### Illinois Coals Firm.

FRANKLIN county coal is in good demand and operators are receiving all of the orders they can take care of promptly. The prices have not changed during the last week. The car situation is also in about the same condition as it has been during the present month. Domestic lump is worth at the mines \$2.10 or \$3.10 f. o. b. Chicago; egg and four-inch lump, \$2.25 f. o. b. the mine or \$3.25 f. o. b. Chicago; mine-run, \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago.

Du QUOIN coal is in firm demand. The number of cars available for transporting this product to the Chicago market is not greater than last week. No. 1 nut is worth \$1.40 f. o. b. the mine or \$2.30 f. o. b. Chicago; egg and lump, \$1.75 f. o. b. the mine or \$2.65 f. o. b. Chicago.

THIRD VEIN and Spring Valley operators assert that the condition of the market on coals coming from these fields has not perceptibly changed during the past week. The country demand keeps up in good condition and it is anticipated that brisk business will follow a little severe cold weather. Standard lump is quoted at \$2.40 f. o. b. the mine or \$2.90 f. o. b. Chicago; Third Vein chunks, \$2.50 f. o. b. the mine or \$3.00 f. o. b. Chicago; washed nut and egg, \$2.40 f. o. b.

the mine or \$2.90 f. o. b. Chicago; washed screenings, \$1.60 f. o. b. the mine or \$2.10 f. o. b. Chicago.

CARTERSVILLE operators are experiencing a great deal of trouble in getting sufficient cars to take care of all demands. The country business continues active and there is very little spot coal of this description available. Nut is worth at the mines \$1.50@1.75 or \$2.50@2.75 f. o. b. Chicago; egg and lump, \$1.75@2.00 f. o. b. the mine or \$2.75@3.00 f. o. b. Chicago; mine-run, \$1.25 f. o. b. the mine or \$2.25 f. o. b. Chicago.

SPRINGFIELD operators are receiving practically the same price for their product this week as last. Mine-run is perhaps a little stronger, bringing \$1.00@1.05 f. o. b. the mine or \$1.75@1.80 f. o. b. Chicago; nut is worth \$1.10@1.25 f. o. b. the mine or \$1.85@2.00 f. o. b. Chicago; screenings, 50c f. o. b. the mine or \$1.25 f. o. b. Chicago.

#### Indiana Market in Good Condition.

BRAZIL BLOCK has been characterized by the same prices as prevailed last week. Operators are experiencing great difficulty in getting coal to market on account of the car shortage, but they are taking care of orders in very good condition. The quotation on this class of coal is \$2.40 f. o. b. the mine in open cars or \$3.20 f. o. b. Chicago box cars ten cents additional.

CLINTON screenings are considerably stronger this week than last, taking an advance of fifteen cents in some cases. They are worth f. o. b. the mine, 60c, or \$1.30 f. o. b. Chicago; mine-run, \$1.05 f. o. b. the mine or \$1.75 f. o. b. Chicago; inch-and-a-quarter lump, \$1.30@1.50 f. o. b. the mine or \$2.00@2.20 f. o. b. Chicago; four-inch lump, \$1.55 or \$2.25 f. o. b. Chicago.

SULLIVAN and Greene county coals continue in good demand. The condition of the car service is a little easier than last week and there is a sufficient amount of this product to take care of current orders. Domestic lump is worth \$1.75@1.90 f. o. b. the mine or \$2.55@2.70 f. o. b. Chicago; inch-and-a-quarter lump, \$1.40@1.45 f. o. b. the mine or \$2.20@2.25 f. o. b. Chicago; mine-run, \$1.25 f. o. b. the mine or \$2.20 f. o. b. Chicago; egg coal, \$1.75 f. o. b. the mine or \$2.25 f. o. b. Chicago.

#### Ohio Coals in Good Demand.

HOCKING operators have been in a position to increase the supply of their product coming into the Chicago market recently on account of the close of navigation. Some sales agents claim that they are buying the product as low as \$1.90, although there does not seem to be very much first-class Hocking for sale at this price. In most cases the circular is being maintained. Prices f. o. b. the mine are \$2.00 or \$3.65 f. o. b. Chicago; box cars, when available, are ten cents extra.

JACKSON HILL coal continues in good demand. Transportation facilities have not perceptibly increased and sales agents and operators are able to take care of orders in fairly good shape. Prices have not changed, and are maintaining at \$2.75 f. o. b. the mine or \$4.00 f. o. b. Chicago for open cars, box cars ten cents additional.

PITTSBURG No. 8 is not quite as strong as last week owing to the influx of Youghiogheny and other attendant conditions. Prices maintaining are \$1.60@1.75 f. o. b. the mine or \$3.25@3.40 f. o. b. Chicago.

#### West Virginia Coals Strong.

KANAWHA splint is in strong demand and inch-and-a-quarter lump is bringing a little better price than last week. The car situation in this mining field is very acute and operators



are experiencing great difficulty in getting their product into the southern market. Three-quarter-inch lump is worth \$1.65@1.75 f. o. b. the mine or \$3.55@3.65 f. o. b. Chicago; inch-and-a-quarter lump \$1.75@2.00 f. o. b. the mine or \$3.65@3.90 f. o. b. Chicago.

POCAHONTAS smokeless has not perceptibly changed in demand during the past week. The eastern demand continues active and is taking a large amount of the output from the mines. Mine-run is in good demand, and stronger than it has been for some time. This grade of coal is worth in the form of domestic lump, \$2.25 f. o. b. the mines, or \$4.30 f. o. b. Chicago; mine run is firm at \$1.35 f. o. b. the mine or \$3.40 f. o. b. Chicago.

FAIRMONT operators are experiencing difficulty in getting their product into the Chicago market. The car shortage continues very acute in the West Virginia district. The demand, however, for this grade of coal has somewhat abated, yet some sales agents are not getting more than enough to take care of obligations. Three-quarter-inch lump is worth at the mines \$1.35@1.50 f. o. b. or \$3.25@3.40 f. o. b. Chicago.

NEW RIVER smokeless is characterized by practically the same conditions as described it last

week. The demand continues active for the mine-run and sales agents are taking care of orders in most cases promptly. Egg is quoted at \$2.00@2.25 f. o. b. the mines or \$3.05@3.30 f. o. b. Chicago; three-inch lump, \$2.15@2.25 f. o. b. the mine or \$4.20@4.30 f. o. b. Chicago.

#### Pennsylvania Coal Firm.

YOUGHIOGHENY in some cases this week has sold higher than last week. A large amount of this product was brought westward recently on account of the heavy demand on the market on the part of some large consumers, but since this extra supply has been practically used up the prices are a little firmer. Youghiogheny this week has been selling for \$1.50@1.60 f. o. b. the mine or \$3.40@3.50 f. o. b. Chicago.

#### Kentucky Product Very Scarce.

The acute car situation throughout the Kentucky mining field makes it practically impossible for Kentucky operators to ship their coal northward. In fact it would not be rational to do this with prices at home very high and the demand practically great enough to absorb the lim-

ited output. Domestic lump is worth, when obtainable, \$4.25@4.50 f. o. b. Chicago.

#### Cannel Coal Very Scarce.

The prices for cannel coal range all the way from \$5.15 to \$6.40 and in most cases it is impossible to secure the product at the highest quotations. The mines producing cannel are way up in the mountains and it is very difficult to get the product to the main lines for transportation owing to the weather and the excessive car shortage. Consumers who are willing to offer premiums are not getting satisfied. Sales agents are weeks, and some, months, behind on their orders.

#### Coke Strong and Scarce.

The state of the market on coke is very strong and especially domestic sizes, which have sold as high as \$5.75. The demand for this product is constantly increasing and very little coke is available in the open market. The prices have not notably changed during the week. West Virginia Wise county seventy-two-hour coke, \$6.50; by-product domestic coke, \$5.75; Connellsville seventy-two-hour, \$6.90; West Virginia seventy-two-hour, \$6.15; West Virginia forty-eight-hour, \$5.65.

## Market Conditions and Gossip from Cincinnati.

CINCINNATI, DEC. 27.—(*Special Correspondence*.)—The weather conditions of the past two weeks have been very favorable to increased coal consumption; and whatever weakness there may have been in the market previous to the present cold weather, it has disappeared, and the general market is quite firm.

As anticipated by a number of old-time dealers and operators, the production at the mines, already held down to an absurd minimum by the unprecedented car shortage, has been further reduced by the miners refusing to work during the holidays. In some districts this apathy on the part of the miners amounts to a great deal to producers who have contracts, and who are thus forced to go out on the market and buy coal; but the shortage of coal this week is probably no more than usual in this respect. Cars are still as scarce as ever on all the railroads, it being difficult to tell which road is the worst offender against its principal patrons.

#### New River and Pocahontas Firm.

The continued cold weather, scarcity of cars, decreased production and increased demand, combine to place New River and Pocahontas coals upon a very firm basis, and it is said that there is no trouble whatever this week in getting \$2.25 a ton at the mines for lump and egg. The demand for run-of-mine is also better than it has been, and most of the selling agencies are holding out for \$1.50 a ton at the mines for this grade of fuel. It is next to impossible to get boxcars for shipment to distant points, and long before this, particular dealers, who have always specified the kind of cars they desired, and refused coal because it was shipped in some other kind of car than that specified, have long since learned the bitter taste of having to take almost any kind of car furnished, and be glad that he gets the coal. The same statement applies to receivers of splint coal as well.

#### River Receipts Continue Heavy.

Notwithstanding the heavy receipts of river coal during the past six or seven weeks, the towing steamers are still bringing in river coal daily, adding to the stock already on hand in the local harbor. Not all the coal coming down the river stops at Cincinnati. This city is receiving a liberal proportion for this time of year; but fully half of all the coal shipped from headwaters during the past few weeks has found a stopping place here, whether or not it will be finally consumed. On account of the good harbor here a large quantity of coal is stopped that otherwise would find its way to the extreme southern markets such as Memphis and New Orleans. The river shippers do not like to have too much coal here at this time of year for fear the river may freeze over, as it does

sometimes, causing great loss when the ice gorges move out. Prices of river coal are unchanged and firm. Lump ranges from 7¼ to 8½ cents a bushel, according to quality, and nut and slack is worth from 5½ to 6 cents a bushel, afloat in barges. To compare these prices with rail prices, elevating charges must be added to the price afloat.

#### The Retail Trade Is Good.

Strange as it may seem, the Christmas holidays are always a dull season in the retail business unless it happens that the weather is very severe and forces people to buy coal. This has been the case this year. The severe weather of the past two weeks has caused everybody to burn coal, and the retail demand has been very good. Prices are unchanged, most of the standard grades of lump selling for \$3.50, while a few fancy grades are held at \$3.75 a ton delivered to families. Pocahontas and New River lump are worth \$4.25 and anthracite \$7.50. Nut and slack ranges from \$2.00 a ton up to \$2.25, the latter price being for Pocahontas and New River. Gas house coke is worth 10 cents a bushel delivered to consumers.

#### Splint Market Firm.

As intimated in the opening paragraph of this report, the splint coal market is quite firm. Two dollars a ton at the mines is again the minimum price quoted for standard lump, while special sizes and favorite brands are quoted as high as \$2.50 a ton at the mines. Run-of-mine is worth from \$1.25 to \$1.40 and even \$1.50 a ton at the mines, and nut and slack is as scarce as hens' teeth at 85 cents and upward. A number of sales of nut and slack are reported at \$1.00 a ton at the mines, and this is now a current quotation for good qualities of this fuel.

#### Cincinnati Council Passes a Drastic Ordinance.

As noted from time to time in the columns of THE BLACK DIAMOND, there is a determined effort being made to wage war upon the firms and corporations of this city who persist in making coal smoke in large quantities. A number of convictions have already been made; but it is claimed the ordinance under which arrests are made is defective, and to remedy this a new ordinance was passed the other day intended to clearly cover the offense, and severe penalties are proposed for offenders. The measure is entitled "An ordinance to regulate the emission of smoke in the city of Cincinnati, and to provide a scale of measurement of the degree of darkness, and to provide a Smoke Inspector's Department." The provisions of the ordinance are as follows:

"That for the purpose of determining by comparison the degrees of smoke emitted within the city of Cincinnati, a color scale of

measurement shall be and the same is hereby adopted as follows: One thickness of gray glass of sufficient capacity to cut sixty per cent of the light from a flame having the lighting power of sixteen candles shall be taken as the basis of said scale, and four thicknesses of said glass shall be known and designated as Scale No. 1.

#### A Public Nuisance.

That the emission or scope within the city of Cincinnati of a smoke of a greater degree of darkness than No. 1 scale from any smoke stack, chimney or other part of any boat, locomotive, stationary engine, steam roller, steam derrick, steam pile driver, steam shovel, tar kettle, or other similar machine or contrivance, or any building, or premises except for a period or periods aggregating six minutes in any one hour during which the fire box is being cleaned out, or a new fire being built therein, is hereby deemed and declared a public nuisance.

On conviction of any person, firm, association, corporation or any employe thereof, a fine of not less than \$25, nor more than \$100 shall be imposed for the first offense; and a fine of not less than \$50, nor more than \$200 for the second offense, and a fine of not less than \$100 nor more than \$300 and imprisonment of not less than ten nor more than thirty days for the third and each subsequent offense, each day thereof constituting a separate offense.

A smoke inspector's department is provided by the ordinance. There are to be a smoke inspector, at \$2,500 a year, and two assistants, at \$1,500 a year each, to be appointed by the mayor, to serve two years, and a stenographer, to be appointed by the chief smoke inspector, at a salary of \$600 a year.

#### Shippers' Convention Endorsed Here.

The effort of THE BLACK DIAMOND toward getting the shippers of the country together on the question of car shortages, and a reciprocal demurrage law are very much appreciated by the majority of the coal men of Cincinnati, and while it is yet a little early to tell just who will be able to be present at the convention in Chicago during the first week in January, it is safe to say that the Queen City will be well represented. The coal men are all in favor of any law that will give them better service from the railroads, and the reciprocal demurrage question is one of the most vital importance to them.

#### NEWS NOTES AND PERSONALS.

The Summit Coal & Coke Co. has just been incorporated in the state of West Virginia with a capital stock of \$50,000. The incorporators are Frederick O. Brandt of Detroit, H. H. Miller of



Pittsburg, H. A. Gribansky of Allegheny, and R. D. McKean of Columbus.

The Independent Coal Co., and the Pittsburgh Coal Co., rival concerns in the town of Ludlow, Ky., across the river from Cincinnati, distributed many loads of coal free to the needy poor of the town the day before Christmas.

T. L. Sandifer, secretary of the Jellico Coal Co., Altamont, Ky., was a Cincinnati visitor during the week. Mr. Sandifer recalls the rescued miner, Hicks, of California, as a former employee of his, and recognized Mr. Hicks at once from the pictures of him printed in the daily newspapers at the time Hicks was rescued from long imprisonment.

A telegram received here Wednesday announced the killing of four non-union miners and the fatal wounding of four non-union

miners at the mines of the West Kentucky Coal Co.'s mines on Christmas day. The shooting appears to have been the result of a long strike and feud at the mines. Clifford M. Budd, formerly of this city, is the superintendent and general sales agent of the company.

The Hatfield Coal Co., the largest coal concern in the city of Covington, Ky., a 60,000 population suburb of Cincinnati, played "Santa Claus" to all its employees the day before Christmas. This company distributed cash dividends of from two to five per cent of their salaries, to its employees, those who have been longest in the employ of the company receiving the most. Over \$990 were distributed among the workmen, and many a heart was thus made glad. No one was happier, however, than big-hearted "Tobe" Hatfield, the head of the company.

wide interest. It is the second move by the state department to close up mines which are alleged to violate the ventilating and two-opening regulations. The Elm Grove Co. claims it has two openings, while the miners claim that one of them is always obstructed and would be worthless for exit in the case of accident. Attorney General May has given an opinion to Chief Inspector Paul, in which he upholds the statutes in some cases but suggests the exercise of good judgment by the inspectors. In the Elm Grove case, it is asserted that the inspector is very radical and has had a certain feeling against the company, dating back to years prior to his official appointment.

#### Some New Operations.

A new company has been formed to operate near Bayard, on the western Maryland line. A lease has been secured on a large tract, containing the Freeport and Kittanning seams. Other new enterprises, just chartered, include the Newcomer, of Philippi, Barbour county; Summit Coal & Coke, of Clarksburg and the West Maryland, which will have its chief works at Blaine, Mineral county.

#### Coal Monument for Jamestown.

The West Virginia commission has decided to make an exhibit of a monument of coal at the Jamestown exposition. It will be 125 feet high, and 16 feet square at the base, and will embrace layers of the different types of coal found in this state. Neil Robinson, of Charleston, well known to the trade, will design it.

#### FIELD NOTES AND PERSONALS.

W. B. Barrett has succeeded E. D. Wicks as general superintendent of the Low Moor Iron Co.'s mines.

M. W. Brellehan has sold out his interest in the Fayette Coal & Coke and will move to Indianapolis in exchange in business.

Despite various handicaps in operating conditions the payroll of the Fairmont Coal Co. last Saturday amounted to about \$200,000.

## West Virginia Mining News.

WHEELING, W. VA., Dec. 27.—(*Special Correspondence*).—Holiday dullness is the prevailing feature of the fields this week. All mines lost an average of three days, and December's output will be less than November's. Car supply is fifty per cent below capacity. With the demand keeping up strong, a tendency to higher prices is in evidence, but no definite steps to this end are known, although a ten-cent increase in all lines of coal is talked of after the new year. The outlook, aside from cars, is good.

#### Extreme Car Shortage Prevailing.

The shortage of cars is now spoken of as extreme, for operators do not understand how it can get worse. For this reason they welcomed the Christmas holidays, which should allow for a fairly good quota at each mine when it resumes. All the companies regulated their pays so as to pay off their men on the Saturday before Christmas. The men were not expected to come back to work before Wednesday or Thursday. It is figured that this breathing spell will give the railroads a chance to pile up cars that will ensure more representative shipments for a while at least.

#### Coal and Coke Car Orders.

The new coal and coke railroad has just purchased 500 additional cars of 100,000 pounds capacity, to be delivered within thirty days. This road, which runs from Elkins to Charleston, is owned principally by Henry G. Davis and his son-in-law, Senator Elkins. Kanawha valley operators have been criticizing the management for failure to satisfy demands and have intimated discrimination. General Manager W. C. Bower denies favoritism and states that the company is doing the best it can. He points out that it had only 200 cars when it started to do business a little over two years ago, and since has added 1,700 to that number.

#### States Car Shortage Is General.

Discussing the car scarcity, Mr. Bowers says the condition is general. "There are many railroads that have not a sufficient supply of cars," he declares, "and when the railroads that have the cars, ship over the tracks, the cars are not returned. There are railroads that would not join the per diem agreement because they found it cheaper to pay the charges for the use of a car than to buy cars of their own use. The new charge of 50 cents that went into effect December first is expected to bring the cars back to the shippers at much better speed. In the last five years the business of the country in general has increased 110 per cent, while the increase on the railroads has amounted to about thirty-eight per cent. The Baltimore & Ohio railroad is giving a forty per cent service. The Coal & Coke railroad's mines have been running from thirty-five to forty per cent, a favorable comparison.

#### New River Allotment Unsatisfactory.

The new car allotment along the New River section of the Chesapeake & Ohio's territory

was not received with satisfaction at the outset and it is still being criticized harshly. The allotment is based on a twenty days' run of a mine each month, but the number of supplies has been only eight a month. The railroad officers, however, continue to contend that the new system will work out all right finally.

#### Operators to Sue Railroads.

There are persistent rumors of a suit to be instituted against the Baltimore & Ohio by twenty-six operators in the Fairmont region, as an outgrowth of the dissatisfaction over car service. Ever since the noted Red Rock fuel case there has been talk of this kind in the air but nothing tangible ever followed. It is said W. A. Glasgow, of Philadelphia, who was prominent in the Pennsylvania railroad investigation, will be employed by the operators.

#### Enjoining Mines for Violations.

The Elm Grove mine injunction case is still pending a decision, and it has occasioned

## The Coal Trade in Indiana.

INDIANAPOLIS, IND., Dec. 27.—(*Special Correspondence*).—In spite of the troubles between the Southern Indiana and Big Four Railroad systems, which still prevents a large part of the field from getting into the best markets in the state with its product, the situation as to the coal trade is a little easier than it was a week or ten days ago. There is more coal in Indianapolis than for some time and there has not been as much suffering in the gas belt, which was almost shut off from fuel while the embargo of the E. & T. H. against the Big Four lasted. There is no more coal here than is needed, in fact, dealers would like to be able to lay in a big supply in order that they might be ready for a long cold wave, but right now there is not so much danger of a shortage as there was. Prices have not undergone a change, either at the mines or in the local markets. The demand is steady and the prices very good, considering the circumstances.

#### Railroad Commission Talks.

The Indiana Railroad Commission, through Charles V. McAdams, one of its members, has dealt the Southern Indiana road a body blow, laying to it the cause for the fuel shortage and the inability of the operators to get their coal to the market. Mr. McAdams spoke for the entire commission and he handled the Southern Indiana without gloves. He said that under existing laws the Southern Indiana seems greater than the state, as Attorney General Miller informed the commission that it is powerless to compel the Southern Indiana to lift its embargo against the Big Four and to force it to deliver coal to it. Mr. McAdams raised the cry of alarm and asked the people to rise and demand of the legislature such power as will give the commission authority

to enforce its decision. There is no doubt from the statement of Mr. McAdams and his associates that some strenuous measures would be taken to bring the Southern Indiana and the Big Four to time if it had the power.

Mr. McAdams laid bare the negotiations with the Southern Indiana and the Big Four. He said that Mr. Walsh, of the Southern Indiana, had complained that the Big Four would not return its cars promptly after they were unloaded, which was the principal cause of the embargo. The promise of the Big Four to return the cars caused the E. & T. H. to lift its embargo. Mr. Union B. Hunt, chairman of the commission, appealed personally to Mr. Walsh to raise the embargo. He reported that Mr. Walsh wanted a promise in writing that its cars would be returned.

General Superintendent Houghton gave this promise and it was forwarded to Mr. Walsh by the commission. Mr. Walsh replied that he wanted an agreement from some higher authority. Mr. Hunt obtained an agreement from Mr. Van Winkle, general manager of the Big Four and took it to Mr. Walsh, but was turned down by him. Mr. Walsh is said by Mr. McAdams to have informed Mr. Hunt that he wouldn't stand for such an agreement and that we wouldn't raise the embargo. At that point the commission paused as there was nothing left for it to do, inasmuch as Attorney General Miller said it was powerless.

Operators for most part believe the commission has done all it can and that its statement is correct. It is understood, however, that Mr. Walsh insists that the Big Four officials make the agreement and then fail to return the cars. At any rate, whoever is to blame, the embargo still exists and the mines along the Southern Indiana are sadly handicapped and are not working their



plants more than half time. Many are idle four days a week.

#### A Better Law Coming.

It seems to be the general opinion that the refusal of the S. & I. to lift the embargo will hasten the legislature in giving the commission the authority it desires. W. W. Hubbard, an Indianapolis operator, said today that the movement of the Shippers' and Manufacturers' Association to obtain an extension of the powers of the commission is spreading rapidly and that it bids fair to be successful. Meetings are being held at the larger points in the state to interest the shippers and hundreds of letters and pieces of literature are being sent to men who are interested in bringing about conditions under which the long blockade of coal at Terre Haute will be an impossibility. A meeting of the shippers' and operators' legislative committee will be held here within a few days to draft a bill to present to the legislature.

#### Operators Win a Point.

It was reported today that the strike in the Rosebud mines, owned by the Vandalia Coal Co., of this city, will be ended tomorrow and that the miners will have to go back to work on terms proposed by the company. The dispute was interesting to all the operators of the state as it involved the method of shot firing. The company owning the property insisted that the miners should be more careful in firing and examining the shots and that they should comply to the letter with the state law.

The miners grew very angry and threatened to attempt to bring about the strike of the 3,000 men employed by the company in other places. There was also talk of a general strike in the state to determine how the law should be interpreted, but the company appealed to President O'Connor of the miners and it is understood that he has told the strikers that they must return to work tomorrow or give up their charter.

#### Prices in Local Market.

The following prices to the retail trade are quoted here:

##### Coal Prices.

Anthracite, nut.....	\$8.00	Pittsburg, lump.....	4.75
Anthracite, stove.....	8.00	Winifrede, lump.....	\$4.75
Anthracite, egg.....	8.00	Jackson, lump.....	5.50
Anthracite, grate....	8.00	Jackson, slack.....	3.25
Pocahontas, fork lump	6.25	Hocking Valley, lump	4.50
Pocahontas, shovel		Linton, No. 4 lump..	3.50
lump .....	5.50	Linton, egg.....	3.50
Pocahontas, mine-run.	5.00	Brazil, block .....	4.25
Pocahontas, nut and		Falling Rock, cannel..	6.00
slack .....	3.75	Blossburg smithing..	5.50
Kanawha, lump.....	4.75	Indiana slack.....	2.00
Kanawha, nut.....	4.25	Lump coke.....	6.00
Kanawha, slack.....	3.25	Crushed coke.....	6.50
		Oven egg size coke...	6.00

#### Notes of the Trade.

The Eldorado Coal & Mining Co., of Terre Haute, capital \$100,000, has filed articles of incorporation. The directors are Ray J. Filler, Thos. C. Vennum, K. C. Ronalds, M. G. Lee, F. D. Vennum.

The Indiana operators have won a decided victory here in getting the city to change from West Virginia "smokeless" to Indiana coal. The Indianapolis Coal Co. has been awarded the contract for furnishing the city with good lump coal at \$2.24 a ton and mine-run at \$2.04. The People's Coal & Coke Co., of which E. D. Logsdon is president, bid one cent a ton higher.

The Interstate Commerce commission at Pueblo, Colo., in spite of strenuous objection by the railroads, is admitting into its records testimony showing rebates and discrimination in coal rates for hauls between points within the state. In one case where the published rate is \$1.75 a ton, as low as thirty-six cents a ton was conceded to favored shippers for identically the same haul.

Because of the failure of the Northern Pacific railway to place coal on the siding at North Yakima, Wash., the citizens of that town made a raid on a coal train a few days ago as it was passing through the city. Several cars of the commodity were confiscated.

## Kentucky Coal Trade.

LOUISVILLE, KY., Dec. 26, 1906.—(*Special Correspondence.*)—The future of Louisville as a rail coal market has been a subject of anxiety and speculation on the part of many of the dealers recently. During the past fall and this winter practically no Louisville & Nashville coal has come into this market, except such as was required to fill contracts previously existing. Many of the operators even have been slow in filling their contracts in this city and the result has been that a number of plants have had to close down and others have been on the point of closing down for lack of fuel.

While there has been a considerable supply of river coal in the harbor for the past three weeks, manufacturers with Louisville & Nashville switches have been obstinate in regard to paying the high prices demanded by the river dealers. The result has been that a half dozen of the big distilleries have had to suspend mashing and to pay the government penalty of \$1,000 per day because the rail coal operators and dealers were unable to fill their contracts.

#### Coal All-Going South.

Since the opening of the new branch of the Louisville & Nashville in Atlanta the price of eastern Kentucky and Jellico coals has been so high that repeated increases in the local retail price have not been sufficient to enable dealers here to handle these coals. Many of these dealers have large investments in yards and sidings on the Louisville & Nashville and are unable to handle river coal profitably. Only two or three of the rail dealers put in any considerable stocks of coal last summer, so that for the past three or four months their yards have been practically empty and their only source of domestic coal has been the river. As there has been comparatively little winter weather, the shortage of domestic coal has not been so serious during the fall but with the prospects of two months of genuine winter ahead, these dealers are now realizing more than ever before that they have very little to count on in the way of a continuous supply of coal at a price at which they can handle it.

Much of the steam business in this city has been diverted from Louisville & Nashville coal to Indiana coal coming in over the Southern and Western Kentucky coal coming in over the I. C. Both of these roads, however, have been crippled by the worst car shortage known in many years, the I. C. furnishing its operators only about forty per cent of their car requirements, and the St. Louis division of the Southern only about sixty or seventy per cent. The I. C. has brought considerable coal into the market, but its supply has been very intermittent and the firm which has the contract for all the local plants of the Kentucky Distilleries & Warehouse Co. has been unable to secure anything like its daily requirements of mine-run coal and has been compelled to furnish the distilleries lump coal from the pile it put up in its yards last summer.

The Louisville & Nashville, after spending millions of dollars in developing the Eastern Kentucky mines and in furnishing them all the facilities for marketing their coal in Louisville, is now carrying more than ninety per cent of the product of these mines throughout Kentucky and into the south. Practically the only coal which it has been bringing to Louisville has been coal to supply contracts made prior to this fall. In view of this situation, local rail coal dealers with yards and switches on the Louisville & Nashville have been asking each other if the Louisville & Nashville would ever regain this market or whether it would pass entirely into the hands of the river combine. In case the river combine should raise prices materially and the Southern Railway should get into such shape that it can compete actively with the Louisville & Nashville throughout the south, it would be possible to see a normal level of prices over Kentucky, Tennessee, Georgia and the Carolinas.

At present, however, the south is almost entirely dependent on the Louisville & Nashville for fuel and there seems little prospect of any immediate improvement in the Southern railway car supply. Many Southern railway mines of considerable tonnage have averaged not more than one car per day during the month of December, even an occasional boxcar being hailed with delight.

#### January Market Should Be Strong.

During the past week the market for domestic coal, which was exceedingly soft on account of several weeks of warm weather, has strengthened again and there is every likelihood that record prices for both steam and domestic coals will be realized during the month of January. Mills in Georgia and the Carolinas depending on the Southern railway have been closed down in many instances, the demand for coal being so great that nut and slack and mine run have sold at \$2.00 to \$3.00 f. o. b. the mines respectively. The prices quoted for Louisville & Nashville delivery are from \$1.50 to \$1.75 and from \$1.75 to \$2.25 respectively.

It is expected that there will be little coal run by Kentucky and Tennessee mines until after the first of the year. By this time the Louisville & Nashville officials expect to have cleared up the situation in Atlanta sufficiently to justify them in raising the embargo. It is believed also that the embargo against points beyond Atlanta on the Georgia railroad will be raised at the same time. When this is done, there is every reason to expect a strong and advancing market.

Retail prices in Louisville remain unchanged, \$3.75 per load being the quotation on first and second pool Pittsburg coal and \$3.50 on fourth pool. Straight Creek is quoted at \$4.00, Western Kentucky lump, \$3.25.

## Missouri River Coal Trade.

KANSAS CITY, Dec. 26.—(*Special Correspondence.*)—Christmas week and the week previous were rather uneventful in the coal business in Kansas City and the southwest. Although there was a slight slacking off in orders, the demand for all grades of coal is still greater than can be readily supplied. The holiday season was responsible for the hardly noticeable decrease in the orders and it is anticipated that with the beginning of the new year the bombardment of the requests for coal will be continued with greater vigor than ever before.

There have been no noticeable changes in prices in the last fortnight. The big dealers continue to resist the temptation to take advantage of the unusual shortage of coal, or rather the shortage of cars, to boost the prices. But the smaller dealers are of course making hay while the sun shines. In Kansas City the demand for steam coal is still very great. This is due to the recent action of the big packers and manufacturers in the bottoms of getting

rid of the equipment in their plants used for burning oil and natural gas and returning to coal. They are now anxious to obtain just as much coal as possible in order that large quantities may be stored. But in this they have had little success, as the dealers figure that since these big plants got along for so long a time without them there is no reason why they should now put themselves out to any considerable extent for the packers and manufacturers.

The use of natural gas is increasing in the retail trade, but thus far has affected the sale of coal little. None of the retailers complain on account of lack of business, but on the contrary declare that few winters, as mild as the present one, have been so profitable for them.

#### Commerce Commission Here.

The investigations of the Interstate Commerce Committee in Kansas City last week were of interest to coal men. The committee was in session two days here and in that time



## The Ohio Coal Trade.

heard the testimony of a number of coal dealers regarding the service of railroads in transporting coal. Bad management, indifference to the interests of the shipper and even discrimination in the handling of freight were among the complaints enumerated. With the exception of two representatives of coal companies that sell fuel to the railroads, none of the witnesses was in a very good humor when he talked of the recent railway service in the west and southwest.

G. P. Kelly, president of the Champion Coal Co. of Kansas City, was a witness who believed his company was being discriminated against.

"We've not only been hampered by a lack of cars," said Mr. Kelly, "but the Frisco railway served us notice December first that the road wouldn't accept billings of nut or lump coal except to points on their system. In other words, that their cars, loaded with lump or nut coal, wouldn't be allowed to go from their tracks to the lines of other companies. No such restrictions were placed on slack coal. The effect of this order was to seriously hamper us in marketing the products of our mines in southern Kansas. We didn't have very many customers along the Frisco. The order came without warning and we now have coal standing on cars at the mines and we're paying demurrage on coal in Kansas City that's been held since December first on account of this change in policy."

### Was This Discrimination?

"What, in your opinion, was the reason that slack coal was not included in the order?" asked Commissioner Prouty.

"I think slack coal was excepted to favor coal companies that sell their lump and nut coal to the railroads," replied the witness. "These companies have large quantities of slack to dispose of, so shipments of this grade are still received by the Frisco for points on other railway system."

M. A. Low, attorney for the Chicago, Rock Island & Pacific, wanted to know why Mr. Kelly did not ship the coal in Kansas City by making a transfer to cars of other roads that reached his markets.

"You know, don't you, that you could do this and get the same rate as if you had made a through shipment from the mine to your markets?" he was asked.

"No, I don't know it," replied Mr. Kelly. "My information has been just the opposite."

"Mr. Kelly would have to make the transfer from the cars of one road to those of another, wouldn't he?" asked Mr. Prouty.

"I suppose so," replied Mr. Low. "There is nothing in our contracts calling for transfers of coal."

### If They Would Sell to the Railroads.

"Well, if he saw fit to ship from the mine to points not on the Frisco, why wouldn't it be up to the Frisco to make the necessary transfers? Or, if there is a fixed rate quoted between two points, why should the shipper be put to the additional expense of making transfers?"

"Well, the railroads don't transfer coal," repeated Mr. Low.

C. F. Davis, secretary of the A. M. Fellows Coal Co. of Kansas City, was another mine operator and jobber who suffered from the Frisco's order of December first.

"I complained, too, about not being able to get cars," said Mr. Davis, "and Mr. E. M. McAuliffe, fuel agent of the Frisco, told me we would be supplied with all the cars we needed if we would sell coal to the railroad company."

J. A. Bolen, president of the Bolen-Darnall Coal Co., and Charles Keith, general manager of the Central Coal & Coke Co., testified that they sold large quantities of fuel to the railroads. They said there had been a scarcity of cars for some months, and that their mines had been frequently shut down because the coal could not be marketed. Mr. Keith said the car service had been much improved in the last few weeks, but that his company would mine more coal if they had all of the cars they could use.

F. Bocke, a coal mine operator of Fort Smith, Ark., testified that his mines, which have a daily capacity of 2,200 tons, had been shut down for three days each week because he could not get cars. These mines are, he said, on the lines of the Frisco, the Rock Island, and the Midland Valley roads.

CLEVELAND, Ohio, Dec. 27.—(Special Correspondence.)—To a large degree this market has recuperated from the little slump that took place following the close of navigation. As the amount of coal left on track by the shippers was comparatively small, the decline in prices was due to imagination more than anything else. While prices have not yet reached the level they had attained before and show some weakness, it is believed that within another week they will begin to show more strength. In former seasons, it has not been unusual to have 1,000 cars of coal on track the greater part of the time, but it is believed that not over half that number remained after the last cargoes were loaded for the lake. With the efforts of buyers to clean up the year with as small purchases as possible and this little block of coal, which everybody seemed to think could be gotten at any figure bid, the close of the year will be something like past seasons, except less marked, but producers feel that any weakness that might be shown could last but a short time.

Railroads have perhaps cleared up their sidings well within the past two weeks. They have been making an effort to get all the coal possible into the market and end the year with a clean sheet. This of course is not unusual and will perhaps be a great aid at many points where a scarcity has existed. It will also enable them to have cars ready for the demand that is almost sure to follow in the first weeks of the new year, when almost all the factories of the country will open up with renewed energy. Except for the slight decline in activity due to the holidays, there will be little difference in the consumption of fuel and it is believed that producers will have a busy time taking care of the trade until the cold weather passes.

Of the past year much has been written and most people remember the events with more vividness than pleasure. While it was not a year of adversity with coal producers and dealers, notwithstanding the long suspension, most of it was fraught with turmoil and dissatisfaction. As operators of eastern Ohio look at it, 1906 demonstrated the weakness of organization and agreements and the necessity for individual companies to be always ready to assume the responsibility of deciding for themselves upon important issues, when it is demonstrated that all cannot stand together upon a common basis. For several years it has been the idea of operators that the interstate agreement had become a fixture, but when the majority opposed the apparent interests of one or two of the leading producers, it was seen how quickly and how easily it could go to pieces and in reality how it was allowed to do so, rather than make a sacrifice of any kind. Following the organization of the states without withdrawing interests, it was shown again that individual or state interests would not hold together when an opportunity presented itself to reach a solution of the problem in a local way. While most of the operators of Ohio held together, the desertion of a few showed that even in a single state,

all could not be fully relied upon to stand up in the face of what looked to be their interests to withdraw and make arrangements of their own. The time finally came when it was decided that all should do likewise, as the only way in which settlements satisfactory to each could be made.

On the other hand, the miners, in their demoralized conditions, held out for what they had demanded and in most cases they got it in full measure. Left to themselves to settle as they saw fit, they remained out until the operators were willing to give them the full price. In a number of instances operators secured changes on conditions that benefited them, but in others settlements were made upon the old basis without a change. So far as known the full scale demanded in the first place is paid at all the mines.

The settlements were made individually, each company securing the best terms possible from the miners, and the idea of preserving the interstate agreement being entirely abandoned. Of course, the contracts were under the rules of the United Mine Workers, but this is as far as anything relating to the old conferences is concerned. The trouble that occurred at the mines of the United States Coal Co. will be remembered. Little good resulted from the attempt to put the mines in operation with non-union men, with the exception that a number of both miners and guards employed by the company were placed under indictment for participating in the riots. The operators were successful in keeping the mines in operation, but much must have been lost in the expenses incurred, although this was apportioned among the operators of the district and did not fall heavily upon any one of them.

Following the resumption of operations, the shortage of cars began to trouble shippers. Those who cater to local markets and to the all-rail trade had all they could do to keep their contracts in anything like fair shape, while the lake shippers fell far short of expectations. In all probability most of them succeeded in sending up more coal than usual, but their orders were larger than formerly, as the demand for commercial coal exceeded all expectations. The large companies, while doing their best, fell short of their orders quite a little. During the last two weeks of the season they made up some of the loss incurred previous to that, but in any event they would hardly have succeeded in shipping the required amount.

As to prices, operators have had little to complain of. In the first place, the contract figures were satisfactory in almost every instance. Shippers were slow to accept orders unless at their figures, knowing that there was little possibility of people getting their coal elsewhere, yet at the same time no extortionate prices were demanded. The market price has steadily advanced through the season until it reached a handsome figure. Those who had free coal were fortunate in the fact that they could get almost any price they asked for it, to fill in where regular shippers had fallen behind.

## The Northwest Coal Trade.

MINNEAPOLIS, MINN., Dec. 27.—(Special Correspondence.)—Market conditions in the northwest do not show quite the same activity that characterized them for the fortnight commencing about the tenth of December. At that time the car shortage in North Dakota was at its height; the newspapers were making a great ado about it and all the large line yard companies were in the market to buy coal which could be rushed into the territory where the shortage was the greatest. The publicity given to the shortage, while not exaggerating conditions to any great extent, did have an influence in making the railroads more prompt in handling coal shipments and for the time being at least coal is being rushed to all the towns and cities which were short of supplies a fortnight ago. The mild weather during the past week and a half has re-

duced the consumption of fuel and has been of benefit in ameliorating conditions.

Illinois coal of good quality that can be shipped in box cars will probably find more or less of a market in the extreme northwest during the next two to three months, depending upon the length and severity of the weather. Illinois shippers, however, will be disappointed in this business if they expect too much from it. The North Dakota buyers of coal have always had dock preparation which generally results in a clean coal as to screenings and by-products. Rail coal poorly prepared sold as the equal in preparation of this dock coal will not always fill the bill unless the shortage is so pronounced that consumers must have it and can obtain no other. It is extremely foolish for any Illinois shipper to think of trying to send coal in open cars into



the northwest. This would result in more or less grief in the end because the coal would be stolen before it reached its destination, particularly in North Dakota, where a car of coal looks good to people who are nearly out of fuel.

The dock companies are accepting very little new business at this time. Occasionally they accept an order for a few cars of coal, but they do not feel inclined to promise shipment within a certain specified time, due to the condition of car supply and rather prefer to take on no new customers, believing that their old customers are entitled to the best service they can give. As a result when a dealer gets out of coal he does considerable shopping around before he places his order. On bituminous coal, Hocking and Youghiogheny lump at the docks are held firmly at \$4.00. As a matter of fact a better price could be obtained for prompt shipment, but the dock companies are following a conservative line of policy and have not taken advantage of conditions to the extent they might have done in view of the apparent shortage of their coal.

Dock screenings are offered in the Twin Cities at about the same price as in September. Although there was a paper advance it is being maintained by comparatively few of the companies and there is a plentiful supply of this grade of coal.

Rail coal from the southern Illinois field has been held for the past week at \$2.25 f. o. b. the mine for lump and egg. Nut coal from the same field is offered at \$1.75@2.00 f. o. b. the mine. Lump coal from the Peoria district is quoted at \$3.65@3.75 the Twin Cities. This can not go through to North Dakota on a through rate, except to a very few stations and most of this coal is sold f. o. b. Twin Cities. Some Springfield lump coal loaded in box cars for North Dakota delivery has been offered at \$1.85@2.00 f. o. b. the mines or on the basis of \$3.65@3.80 f. o. b. the Twin Cities for North Dakota shipment.

Illinois screenings have been freely offered in the Twin Cities during the past fortnight at prices lower than were obtained in October and November. Evidently Illinois shippers have felt that

this was a good market for this grade of coal as well as for lump and egg, but in this respect they will meet with disappointment. The Twin Cities at no time have suffered for any kind of coal and the docks have rather crowded their customers here with screenings as a result of the fact they were making so much lump coal. At present most of the large consumers of fine coal, such as the mills and Twin City Rapid Transit Co., have a full head of water and only use steam as an auxiliary power, the result being that consumption if anything is less than it was last summer.

The future of the northwestern market depends upon weather conditions entirely. If the temperature continues through January as mild as it has been in December, the prospects are that the docks will have nearly enough of all kinds of coal to meet the requirements of their trade, but if we have severe weather in January and February there will be an active demand for rail coal in this part of the country.

## Western General and Personal Notes.

C. T. Roberts, with E. L. Hedstrom & Co., Marquette building, Chicago, will be absent from the city for several days on a business trip to Buffalo.

Reciprocal Demurrage, that's the battle cry. Up and at them every one of you coalmen. You have everything to gain and nothing to lose, and a reward worth fighting for if you gain a victory.

The J. W. Peterson Coal Co. has been incorporated at Chicago to mine and deal in coal and other fuel. The capital stock of the company is \$5,000 and the incorporators are J. W. Peterson and J. A. Peterson.

J. W. Lowe, Old Colony building, Chicago, is making a business trip throughout the east and spent Christmas with his sister in New York city. It is expected that he will return to Chicago the last of the week.

The employes of the Dering Coal Co., Old Colony building, were given a banquet at the Grand Pacific Hotel last Saturday as a Christmas gift, after which they were tendered a box party at the Studebaker theater.

Ira B. Hess, district store manager for the Central Coal & Coke Co., died a few days ago at Huntington, Ark. The remains were sent to Weir City, Kas., which was his home, where funeral services were held under Masonic auspices.

R. R. Watt, president of the Watt Mining Car Wheel Co., died at Barnesville, Ohio, on December twenty-second. He enjoyed a wide acquaintance among operators both east and west and his death was a great shock to his many friends in the coal industry.

There is a perceptible inactivity in the coal industry this week on account of the holidays. It is gratifying to know that coal men have not yet become so mercenary as to permit a strife for the almighty dollar to cheat them out of the pleasures associated with the higher ideals of life.

Reports from Washington, D. C., are to the effect that the war department has decided to abandon the project of a naval coaling station at Dutch Harbor, feeling that this location does not afford suitable natural advantages. Instead a station is to be recommended at Kiska Island.

The Federal court at Toledo, Ohio, has granted a continuance until January twenty-first, in the cases of the Ann Arbor Railway and the Toledo Ice & Coal Co., which companies were indicted on 153 counts each a few days ago for granting and accepting rebates. The bonds have been fixed at \$10,000.

At the request of Gov. Albert E. Mead of Washington, a committee has been appointed to investigate the fuel shortage throughout that state and report to him at once. The governor states that if it is necessary to invoke the constitution and laws of the state to relieve the situation he will ask that it be done.

J. E. Defebaugh, editor of the *American Lumberman*, deserves much credit for his ceaseless and persistent work among the lumber shippers, and a large delegation representing the lumber industry will be present at the convention. The Illinois Manufacturers' Association, American Shippers' Association and Chicago Commercial Association will also send delegates.

If appearances are not deceiving it is no doubt true that the local members of the coal trade enjoyed a very pleasant Christmas. From appearances it would seem that Santa Claus must have worked overtime, because almost every coal man, on leaving his office Monday night, was laden with a load of packages.

Frank Lukens, secretary of the Illinois & Wisconsin Retail Coal Dealers' Association, left Chicago for Eau Claire, Wis., on Thursday to attend a meeting of the Eau Claire dealers which will be held on December twenty-eighth. President Frank Mosher of DeKalb, Ill., and L. Waldo Thompson of Beloit will also attend this meeting.

DeForrest Pomeroy, formerly of Chicago but now of Minneapolis, was calling on his many acquaintances in the Chicago trade last week. "Pom" has a host of friends in Chicago and the west who will be glad to hear that he is getting along nicely in the Twin Cities. He is sales agent for the Zenith Furnace Co. of Duluth and Minneapolis.

William E. Smith, president of the United Mine Workers of Illinois, died a few days ago at his home in Coal City, this state. Mr. Smith was elected a member of the state executive board of the miners' organization in 1899 and in 1904 was elected vice-president. On the resignation of Herman Perry this year he succeeded to the presidency.

The Illinois Third Vein Coal Co., the Spring Valley Coal Co., the Susquehanna Coal Co., all of Chicago, are sending out a little advertising specialty in the form of a diary and memorandum book. It is gotten up in attractive style and contains a large amount of valuable information. No doubt it will be welcomed on the part of the trade.

Walter Bloomfield, cashier for the W. B. Stone Coal & Coke Co., Old Colony building, Chicago, broke into the limelight last week by embezzling in the neighborhood of \$5,000. According to last reports Walter had not been located and is now probably enjoying a siesta in the City of Mexico or some other tropical locality far from the problems of reciprocal demurrage, car shortages and troubles of like character.

Every live, able-bodied coal man should attend the meeting which will be held at the Great Northern Hotel, Chicago, on January third, to take action on the reciprocal demurrage question. The purpose of this meeting will be to appoint delegates to the National Shippers' De-

murage Convention, which will convene in Music Hall, Fine Arts building, Chicago, January fourth. This meeting should also put the demands of the coal trade in shape for presentation at the convention on the following day. THE BLACK DIAMOND has arranged for this meeting and we trust our efforts in this matter will be rewarded by a large attendance of shippers and dealers interested in an amicable settlement of the demurrage question.

Announcement was made in Pittsburg on December twenty-sixth that the Lackawanna Steel Co. had purchased all the coal properties of the J. W. Ellsworth Coal Co. at a price reported to be seven million dollars. This is the first important coal property purchased by the Lackawanna Co. The Ellsworth Coal Co. owns and operates twenty-six thousand acres of coal land in Washington county, Pennsylvania. The production of the property is estimated at 1,700,000 tons annually. The Ellsworth company also operates 387 coke ovens, all of which including mine equipment, is included in the sale to the Lackawanna company.

Tom Moses, of Westville, Ill., formerly secretary of the State Mining Board at Springfield, and now mine inspector for the Danville district, was given a banquet by his former associates at the St. Nicholas Hotel, Springfield, last week. Richard Newsam, of Peoria, presided and was ably assisted by David Ross, secretary of the Bureau of Labor Statistics; W. D. Ryan, secretary of the United Mine Workers of Illinois, and Lee Kinkaid of Athens. After the bounteous repast had been disposed of David Ross, in a characteristic speech in behalf of the assembled guests, presented Mr. Moses with a very handsome desk and chair. The recipient responded in a happy vein and was followed by Lee Kinkaid and W. D. Ryan, and in fact every one at the banquet board had something good to say of Tom Moses, the most popular mine inspector in Illinois.

The quarterly round-up of the managers of the Clark Coal & Coke Co. was held on Wednesday of this week in the offices of the company at Peoria. L. W. McKown, manager of the Davenport office; D. W. McGill, manager at Marshalltown, Iowa, and Walter Farmer, Minneapolis manager, responded to the call sent out by the president of the company, Mr. Horace Clark. This idea of having the branch managers meet four times a year originated with Mr. Clark about a year ago and he says it helps to solve more problems than anything he can think of. The men at these meetings exchange experiences, find out how the other fellow is doing things, discuss plans for taking care of present and future business and it does all concerned a world of good. It seems to be a mighty good plan and could undoubtedly be imitated to good advantage by many firms in the trade. After the meeting this week Messrs. Clark, McKown, Farmer, McGill and Coleman took a train for Chicago and spent the last of the week calling on the trade in the Windy City.





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**The Indiana Coal Operators' Association**

President, J. C. Kolsem, Terre Haute, Ind.; Vice-President, Hugh Shirkie, Terre Haute, Ind.; Secretary and Treasurer, Philip Penna, Terre Haute, Ind.; Executive Committee, E. Shirkie, T. C. Keller, F. J. Urbain, Otto Heyden, John McFadyen, J. Smith Talley, Hugh Shirkie, J. K. Selfert, Job Freeman, John Hewitt, David Ingle and Martin Cahill.

**The Iowa Coal Operators' Association**

President, H. L. Waterman, Ottumwa, Iowa; Vice-President, T. J. Phillips, Ottumwa, Iowa; Secretary, John P. Reese, Albia, Iowa; Treasurer, E. C. Smith, Des Moines, Iowa; Commissioner, John P. Reese, Albia, Iowa; Executive Committee, Alex. Dargavell, B. C. Buxton, S. W. White, E. C. Smith and Samuel McClure.

**The Philadelphia Coal Exchange**

President, James Walker; Vice-President, George W. Edmonds; Secretary, Charles K. Scull; Treasurer, James M. Kelley.

**The Black Diamond Club, South Bend, Ind.**

President, Walter C. Miller; Vice-President, C. J. Gaskill; Secretary, D. R. Lontz; Treasurer, Lewis Kanouse.

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**The Year 1906.**

There is an old man hobbling hopelessly onward. When the clock of the annals of time strikes 1907 he will drop into his grave and give over the reins of progress to a new life full of ambition and potent possibilities. The coal industry, like almost all others, has had a very successful year. The demand for coal generally follows the prosperity of the country in all lines of trade. The four chief necessities of civilization are clothes, food, light and heat. Coal is the most important of these because it is used in the transformation of raw materials into finished products. The great coal fields of the country furnish motive power for the industries. During the year 1906 the Chicago market received nearly a million and a half tons more bituminous coal than in 1905. This is an increase of about ten per cent. The unprecedented increase this year in the products from the mills, mines and soil has greatly accentuated the demand.

Prices at this season of the year are about the same as last December at this time, but the market is more firm and there is no anticipation of labor troubles. When the deadlock occurred at the Indianapolis convention last February it was generally conceded that a strike was sure to take place. The miners demanded an increase of ten cents a ton which they claimed was necessary to offset the advanced cost of living. The operators generally were willing to give the extra ten cents per ton, but found it impossible owing to the fact that it would destroy the differential in freight rates between southern and northern coal fields. East of a line drawn through South Bend and Indianapolis, Ind., the freight rate differential is ten cents. With an increase of ten cents in the selling price of northern coal, the product from Illinois and Indiana mines would be brought into direct competition with coals from the southern coal fields. Since the coals from West Virginia, Kentucky and other southern fields is of a higher quality than the northern coals the operators absolutely refused to concede the demands of the miners. As a result most of the mines closed on April first. The Pittsburgh Coal

Co., however, had a large contract to supply coal to the United States Steel Corporation, which compelled it to continue operations in western Pennsylvania. Negotiations between the miners and operators continued throughout April and during the second week in May some of the anthracite mines resumed operations, the miners and operators having come to an agreement. The differences between the operators and miners at most of the mines was not settled until the last of June. The strike of 1906 was of special interest to the coal industry because it influenced the cost of coal and brought into competition the southern and northern coal mining fields. The effect upon prices, however, was not as great during the strike period as the casual observer would suspect. The agitation long before the strike took place acquainted large contractors and consumers with the fact that a strike was inevitable and they therefore placed in large stocks of coal and this extra demand greatly increased the price previous to the date on which the strike was declared. The advance in price during the strike, however, did not continue more than ten days or two weeks.

During the last of June most of the mines began operations and many of them tried to catch up for lost time, thus producing such a quantity of coal that it caused a slump in the market. A large quantity of the products from northern mines sold for transportation charges. When fall business began, however, the remarkable progress of the country made such a demand upon transportation facilities that operators were not in a position to ship more coal than was absorbed by current demand. Prices therefore developed firm and strong. Later in the season, when the fall crops began to move to market, the car shortage was greatly accentuated and prices advanced still higher. As the season approached the close of navigation, the dock companies became alarmed and made excessive demands on the railroads to ship the largest possible tonnage to the docks before the close of navigation. This unprecedented demand on the railroads for cars, together with the excessive demand from other industries, caused a serious car shortage in the coal industry for inland points, resulting in a so-called coal famine throughout the Northwest. But immediately after the close of navigation the railroad equipment was disbursed to inland points and the tension was relieved very rapidly.

The agitation relative to the lack of adequate transportation facilities will no doubt relieve, to some extent, the tension before another winter comes around and it may be anticipated that the new year has in store possibilities for the coal industry which look very promising.

**The National Shippers' Convention.**

The sentiment expressed in the thousands of letters from leading shippers, coal dealers and members of the various industries throughout the country relative to reciprocal demurrage, unjust switching charges, and unfair rulings on the part of railroads, is extremely gratifying. Dispatches from every part of the country indicate that shippers are interested in the convention, which will be held in Chicago January fourth. News comes from the Pacific coast that one of the large associations has already appointed its delegates. The time is ripe for shippers to take up this matter in earnest and look out for their own interests. It is claimed that the railroads are applying the ruling relative to the switching charges to the smaller cities and towns. This is causing much dissatisfaction and should also have the attention of the convention. The railroads charge amply for their services. In the past switching charges have been absorbed in through rates. It is evident that the railroads are taking every advantage of the shipper. They have twenty-three thousand different classifications and some goods take three different tariffs in passing from one section of the country to another. The new interstate commerce law, section six, states that "the schedules printed as aforesaid by any such common carrier, shall plainly state the places between which property and passengers will be carried and shall contain the classification in force, and shall also state separately all terminal charges, storage charges, icing charges, and all other charges which the commission may require; all privileges or facilities granted or allowed, any rules or regulations which in anywise change, affect, or determine any part of, or aggregate of such aforesaid rates and charges or the value of the service rendered to the passenger, shipper or consignee."

An interpretation of this clause at once brings up the question whether or not shipping charges are not included in the phrase "all terminal charges," also the relation which said charges bear to the last part of the clause which provides that all printed schedules shall plainly state "the rules or regulations which in anywise affect, change or determine any part or the aggregate of such aforesaid rates." A rate quoted between two points has always, by long established custom, represented the total cost of transportation and it would seem from this clause of the interstate commerce act that it is the intent of the law that this switching charge should be a part of the through tariff. The shippers at the national convention should determine the action which should be taken relative to this matter and influence such legislation as will be of the highest advantage to all concerned.





New Year's Resolutions for the Coal Industry.



# The National Reciprocal Demurrage Law Convention at Chicago Jan. 4.

**Every Member of the Coal Industry Owes Allegiance to This Movement; Leading Shippers From All Parts of the Country Will Be Represented; Bill to Amend the Interstate Commerce Act Draughted and Ready to Be Presented By Congressman Madden.**

**W**HEREAS, By failure of railroads engaged in interstate commerce to furnish cars as needed for the loading of commodities offered them for transportation, and by the failure of the said railroads after receipt of cars to move them with reasonable promptness to destination, the interstate commerce of the country is so delayed by this failure of the said railroads properly to perform their functions as common carriers as to constitute a menace to the continuance of individual and national prosperity; and

WHEREAS, This evil has been steadily increasing for a series of years, notwithstanding the promises of betterment periodically made by the railroads and the certain annual increase in the demand for freight transporta-

tion facilities, due to the rapid growth in population, manufactures and domestic and foreign commerce, thus rendering improbable any remedy of the evil by voluntary action of the railroads; and

WHEREAS, The railroads, justly supported by the courts, have assessed and, by their commanding position, have been able to collect penalties, termed demurrage charges, for what they deem unreasonable detention of cars for loading or unloading, but themselves recognize no reciprocal pecuniary obligation to their customers arising from inadequate car supply or unreasonably slow movement of cars, and in practice deny any liability therefor; and

WHEREAS, The remedy to the customers of the railroads under the present interstate

commerce law is uncertain, depending upon construction of the law by the commission and by the courts, with the outcome to be determined only after a considerable period of time, during which the damage to commercial interests would continue, and hence a clear and explicit provision covering car service problems should be enacted by Congress, thus replacing the problematical by the positive; now

THEREFORE, Representing the coal traffic of the United States, a traffic which has been and is being especially damaged by inadequate car service, and supported by heavy shippers and receivers in all parts of the country, The Black Diamond issues this call.

## Indorsements by Prominent Coal Firms.

HOLLISTER LUMBER CO., MANCHESTER, IOWA.

"Yours of the seventeenth just at hand about shipments of coal, etc. In reply will say that we are bothered to death about getting anywhere near prompt shipments. Have been bothered this season more than ever. Coal that has been ordered as long as six weeks and close by shipments have not even been loaded for us. Have not only been hampered in getting soft coal, but have also had hard coal hung up, according to the company we buy of, because, as they say, they have been unable to get a car to come to us, and we have written directly to the railroad company ourselves asking them as a special favor to us to have some cars set in for us. Just at present we are nearer caught up than before this fall. Should answered your letter sooner, but was away from home. Would like to help in some way to get quicker shipments.

S. E. TILTON & SON, PRAIRIE DEPOT, OHIO.

We are IRREVOCABLY and EMPHATICALLY in favor of some law, no matter how radical, that will prevent a railway from holding a car in transit for 30 or more days and then 48 hours after it has been received proceed to mulct the receiver at the rate of \$1.00 per day. Our personal opinions on the demurrage and many other phases of railway management are of such a lurid and sulphurous nature as to be unfit for publication.

Respectfully,

WILFRED R. TILTON.

C. B. HAVENS & CO., OMAHA, NEB.

We acknowledge receipt of your circular letter of the seventeenth regarding the car shortage now being so severely felt throughout the United States, and inviting suggestions as to the best remedies to be applied.

We concur in the suggestion that a convention of shippers to be held in Chicago on or about January fourth for the purpose of discussing these evils would be a good preliminary step and it is possible that such a meeting might result in an amendment that if carried would afford the necessary relief. This amendment should have a mutual effect, that is when railroad companies assess car service charges at destination, without affording any relief to shippers for imperfect service and delays in furnishing empty cars when ordered, it should be equalized by the imposition of a penalty upon roads for failure to furnish empties, upon a written notice after a specified time, and should be further compelled to move freight up to the maximum number of miles to be ascertained by taking the average movement of cars in given sections.

A Washington dispatch indicates that Senator Lafollette of Wisconsin has prepared an amend-

## THE CALL.

The call applies to all operators, sales agents, retailers, and all shippers interested in reciprocal demurrage prompt shipments, just reassignment regulations, switching rulings, car allotments, and other matters relative to transportation of interest to the coal industry.

## REGISTRATION.

The headquarters will be the Auditorium Hotel, where a large, spacious room has been engaged.

## PLACE AND TIME OF MEETING.

Music Hall, Fine Arts building, 202 Michigan avenue, Chicago, January fourth, 1907, at ten a. m.

## OBJECT OF MEETING.

To discuss the present car service situation, its causes and remedies and, if its members shall so decide, to devise and arrange for presentation to Congress of an amendment to the interstate commerce law which shall provide in substance as follows:

That shippers and receivers of carload freight shall pay to the railroads without delay or recourse a fixed amount per car per day beyond a certain fixed time allowed for loading and unloading, such amount and time to be determined by the Interstate Commerce Commission;

That reciprocally, failure by a railroad to place cars for loading within a reasonable, fixed time after demand for cars shall be made by prospective shippers shall subject such railroad to a like charge or penalty;

That, failing to deliver a car at destination within a reasonable time, the railroad collecting the freight charge shall pay such amount per car per day of delay as is just and equitable;

Or to take such action, or to recommend such other measures, as the members of the convention shall in their assembled wisdom decide to be equitable, practicable and wise, having due regards to the rights of the railroads or other common carriers engaged in interstate commerce as well as the interests they represent.

## PRELIMINARY MEETING.

THE BLACK DIAMOND has arranged for a preliminary meeting of coal men at the Great Northern Hotel, Thursday, January third, two p. m., to outline the course which the coal industry should pursue at the National Convention. A large attendance is earnestly requested.

ment to the Interstate Commerce Act, but whether or not the amendment meets the present emergency, we do not know, but it seems to us that an organized movement at this time, to strengthen the hands of Senator Lafollette or anyone else who might be selected to introduce a proper bill in congress would go far toward preventing the success of the railroad lobby at Washington.

We shall be very glad to co-operate in any movement, from which a reasonable hope can be based of an improvement in the car situation, and if not able to attend a convention, if one is called in Chicago on the fourth, would be very glad to do anything we can for the success of such a movement.

ARKANSAS FUEL CO., KANSAS CITY, MO.

Some of us coal men had a meeting at the Midland Hotel in this city on the seventeenth inst., and started an organization to be known as "The Missouri & Kansas Shippers' Association." We are just giving our first order for printing today, and your letter was received as our circular calling for additional members was just completed.

I am enclosing a copy which speaks for itself, and you can make any use of it you see fit. I am having several thousand copies of your letter printed for distribution throughout our territory.

You will notice that we are appealing to every shipper of bulky lot stuff. The proposition of a national organization appeals to me strongly and you can count me in, but at the same time I think we best go ahead with what we are trying to do here; there is no danger of doing too much. I thank you for writing to me.

F. P. LOOMIS & CO., OMAHA, NEB.

Upon my return from Denver I find your favor of the seventeenth. Of course, now it is too late to make any reply. I will gladly do what I can to assist the shippers and the railroads in bringing about a better condition in the handling of freight. If a law granting reciprocal demurrage will better matters I would be in favor of the enactment of the same. I question a little whether such a law would bring about the desired results. What we want is not more time in which to unload cars, but prompt movement of freight delivered to the railroad.

Wishing the BLACK DIAMOND success in any undertaking along this line, I beg to remain,  
Yours truly, F. P. LOOMIS.

L. J. MOZIER & CO., DANVILLE, ILL.

Your letter under date of the seventeenth before us. Our loss in profits in the last four months on coal is over \$500 to say nothing about loss of customers and all on account of the



statements. Shortage of cars to ship in your views have our hearty approval. There will be no relief from this oppression only through a "national reciprocal demurrage law" that is just to shipper or consignee and common carrier. As to the car shortage, that is a very difficult problem from a shipper's standpoint. We believe that an increase of motive power sufficient to move all freight in a reasonable time. We take the position that if it takes from four to six weeks to make a single or round trip when a reasonable time is one-quarter or one-third of that time it must be from a lack of motive power. Should this be the case the remedy is with the railroad—and at no great expense as they have the track and cars, all the additional expense is more motive power.

There should be and will be a national law compelling all common carriers to furnish transportation facilities for all merchandise or get out of the business. You are quite correct in your statement that "the railroads are fully organized, employing the very best legal talent and shippers must organize too, to protect their interest. What assistance we can render will be cheerfully rendered. If necessary will circulate a petition to congress among our shippers for a reciprocal law. The shippers must have relief from railroad tyranny. The environments that surround the shippers are such that the profits in their business are so small that the longer we are in the shipping business the more we lose and our government ought to give us relief by compelling the railroads to treat all *alike or government ownership*. We trust you will be successful in your efforts to get an amendment that will give us an equal chance.

THE EAGLE COAL CO., BARREN FORK, KY.

Yours of seventeenth to hand and noted. "No Cars!" is the cry of every shipper, the mines in this section only working ten to twelve days per month. From every side comes the cry for coal. Light and water plants, also manufacturing plants are losing time on account of "No coal."

The great increase in the producing capacity of all industries has simply flooded the railways with more business than they can handle. They are short on locomotives and car equipment.

We think a serious trouble now on all roads is the overloading of freight trains, causing them in many cases to double on heavy grades, delaying passenger trains that are already late on account of too fast schedules and congestion of traffic.

We think the only solution at present is to reduce passenger schedules to point where trains can make the time.

Lighten up the tonnage on freight trains so they can make their time and see that all trains are kept on their schedules. If this were done we are satisfied at least thirty to fifty per cent more freight would be moved.

We think there should be reciprocal national demurrage law, but do not think it would help matters to any extent now.

MERRIMACK VALLEY RETAIL COAL DEALERS' ASSOCIATION, SUNCOOK, N. H.

In response to your inquiry of seventeenth: This section of the country does not get into quite as bad straits, ordinarily, as some others, on account of nearness to tidewater and the fact that three of the producing companies have storage plants at Newburyport, Salem and Boston, but they are unable to take care of the trade, on account of car shortage, and a large percentage of the New Hampshire tonnage comes in all rail.

Conditions, in this line, are bad. Personally I have had cars six weeks in transit and at present time orders placed more than two months ago are reported as unfilled and new orders are not accepted.

I believe that the patrons of the railroads should have the same power to collect damages of the railroads in the event of their holding shipments back as the railroads now have in the matter of collecting car service of their patrons. Cars which are shipped one and two weeks apart are delivered in a bunch, and the dealer, who is able to take in but a certain number per day is obliged to pay demurrage for a matter which is absolutely the fault of the railroad. At present time the New England roads collect \$1.00 per day for car service, on

foreign cars, a net profit of seventy-five cents per day, as they pay the coal roads but twenty-five cents per day for the use of the cars, thus making demurrage charges a source of profit.

ROBERT DICK COAL CO., CARTERVILLE, ILL.

Replying to yours of the seventeenth say we are certainly in favor of a reciprocal demurrage law or any law that will increase the movement of freight and will do all in our power to have some such law enacted.

NEW YORK AND PENNSYLVANIA RETAIL COAL ASSOCIATION, MILL VILLAGE, PA.

Your favor of the seventeenth inst. at hand. I am much pleased that you are taking hold of the matter of demurrage and I want to assure you that you can count on me as secretary of the New York & Pennsylvania Retail Coal association to do everything that I can to aid you in getting the matter adjusted on a more equitable basis for both the shipper and the receiver of freight. I note your reference to a National Shippers' convention, which is proposed to be held in Chicago January fourth. I believe that the time is ripe for such a movement, and that such a convention is necessary in order to get an expression of opinion from all of the various mercantile bodies engaged in shipping and receiving freight. The New York & Pennsylvania Retail Coal association would be glad to join hands with other associations in such a movement, and would undoubtedly be represented at such a convention. We have already had many grievances from members of our association relative to this matter, but being unable to get any satisfaction from the railroad companies we have referred the matter to the officers of the International Council of Coal Merchants, who I understand have taken decided action regarding the matter. The secretary of said association is now at work preparing a uniform bill which will be introduced in the legislatures of the various states wherever we have state or interstate associations, which is practically throughout the entire country. I believe, however, that this idea to secure a national reciprocal demurrage law, in the form of an amendment to the Interstate Commerce act, would perhaps solve the difficulty in a quicker and better way.

I trust the matter will receive the attention it deserves from all shippers and receivers of freight and assure you of the hearty co-operation both of myself and the association which I have the honor to represent as secretary.

FRANK MOSHER, DEKALB, ILL., PRESIDENT OF THE ILLINOIS AND WISCONSIN RETAIL COAL DEALERS' ASSOCIATION.

We are certainly in accord with the call for a National Shippers' convention and our association has appointed delegates to attend the meeting to be held in Chicago January fourth, 1907. The demurrage charge as it now stands is working a great hardship on our dealers and anything our association can do to bring about a just reciprocal bill we stand ready to do.

THE SCOTT COAL AND COKE CO., CHICAGO, ILL.

We have your favor of December seventeenth and note contents carefully. In reply, beg to say that we believe that your action is a step in the right direction and would be glad to co-operate with you in every possible way.

We believe that the only remedy for the evil the coal trade generally is laboring under will be a reciprocal demurrage law, which will protect the railroads as well as the consignee. We shall be very glad indeed to have you advise us in what way we can be of assistance to you.

HOSTLER COAL & COKE CO., CHICAGO, ILL.

Your favor of December seventeenth at hand and noted. We need national and state reciprocal demurrage laws. When the railroad companies are required to give coal the attention that its importance as a commodity demands, our transportation troubles in the coal trade, if not entirely eradicated, will be reduced to a minimum. The wholesaler and shipper wants, and the retailer needs—

First—Free interchange of cars between railroads; no restrictions on car equipment. The railroads can double and treble their per diem

charge against each other, which will insure prompt return of cars.

Second—Cars furnished mines inside of forty-eight hours after order for same is placed, also kind of cars. When box cars are wanted we don't want steel hopper tide-water cars furnished; penalty \$1 per car per day for any failure or delay in furnishing cars.

Third—Cars moved promptly inside of twenty-four hours after loaded; penalty \$1 per car per day.

Four—Cars kept moving toward destination not less than 100 miles each twenty-four hours; penalty, \$1 per car per day.

When the above becomes a law and the rule and practice of every railway company then and not until then will we have no trouble regarding car shortage or delays in shipments. It will do away with ninety-five per cent of the car demurrage charged on shipments, for we will then know exactly when to order coal forward to take care of our trade and it will do away with seventy-five per cent of the reconsignment of coal in transit, as we can have coal shipped direct from mines to dealer with the positive assurance that cars will be shipped promptly from mines after order is placed with us and we can assure dealer that cars will reach him in so many days after coal is shipped.

We trust THE BLACK DIAMOND will push this movement along and do everything possible to make the National Shippers' convention to be held in Chicago January fourth a success. To this end we are willing to do our part.

THE REID COAL CO., DALLAS, TEX.

In reply to your letter of the seventeenth, I have always thought that the proper way to handle demurrage was as follows: If the free time is forty-eight hours and a shipper unloads a car within twenty-four hours, credit him \$1; if the free time was seventy-two hours and he unloaded the car within twenty-four hours, credit him \$2; if he unloaded it within forty-eight hours, credit him \$1; that is, allow him \$1 per day for every day he got off the free time. If cars were not unloaded at the end of the free time, charge \$1 per day for the first and second days, \$2 per day for the third and fourth, and so on.

Also, if cars did not arrive within a reasonable time and were not delayed by some wreck or unavoidable accident on the part of the railroad and the shipper was not reasonably able to handle the car within the free time, he should be allowed an additional amount of free time in which to unload the cars. There is no justice in bunching cars and running them in on a concern and requiring that concern to unload all within the free time or pay demurrage on those they are unable to unload within that time. I, however, do not believe the consignee should have the right to hold the cars under load simply because they were delayed, when the consignee could easily unload them within the time. My reasons for this are that every day these cars are delayed some other shipper is cut out of the use of them and in the coal business a large number of people are cut out of the benefits of the coal that could be handled in them, and especially this time when so many people haven't coal enough to keep them warm I don't believe that any consignee should be allowed the privilege of delaying the unloading of cars one moment simply because such cars have been delayed in transit.

In my investigation of this matter I do not find that the delay to movement of cars and shortage of cars is caused from the same trouble on all railroads, especially the coal. Some railroads that have a fair supply of coal cars and keep the mines fairly well supplied delay the coal in transit by giving other freight preference in movement, whereas another road that has fully enough coal cars to take care of its customers will let its fuel department tie up the majority of its cars for its own use and hold the cars from thirty days to five months under load, thus cutting the patrons of the road out of the benefit of the cars and cutting the road out of the earnings, whereas other roads are short of motive power and haven't the locomotives to move the cars through. On other roads I am satisfied the trouble is downright incompetency. I know of one instance where one loaded car set on a sidetrack twelve days



after being billed out and a local train passed it every day without having its full quota of loads. We have had instances this fall where it took twelve days to get a car switched just about one mile. The only things that could cause such delays as these are shortage of motive power and downright incompetency on the part of the railroad employees.

OLD COLONY COAL CO., CHICAGO, ILL.

Answering your letter of the seventeenth. We certainly agree with you that the only remedy to lessen the car shortage evil is a reciprocal demurrage law which would enable the shippers and consumers of coal to collect the damage incurred in as simple a manner as the railroad company collects the demurrage bills from them at this time.

We are very glad indeed to see that you have taken this matter up and will push it vigorously, as it is certainly a thing that everybody connected with the coal industry will appreciate.

Will be very glad to do anything which we can in our small way to further the project.

HARMAN COAL CO., CHICAGO, ILL.

Referring to yours of the seventeenth, we are heartily in favor of a move to bring about reciprocal demurrage. If a National Shippers' convention could be held at Chicago, backed by people of influence and weight, not only in the coal trade but in other lines, we would be glad to take an interest in the convention. If this matter is carried through in the right way, with the proper organization and legal talent, the shippers can get what they go after; but if it is carried through in the fashion of the Coal Shippers' association, or like a few of the moves that are brought forward of this kind, those who go into it will only make themselves ridiculous.

THE ROCKY MOUNTAIN COAL MEN'S ASSOCIATION, COLORADO SPRINGS, COLO.

I have your letter of the seventeenth inst., and will refer same to the next meeting of the board of directors of our Rocky Mountain Coal Men's association, which will take place in Denver the first week in January. Will let you hear from me after that time. Yours truly,

H. C. HARMON, President.

THOS. MILES' SONS, HAMILTON, ONT.

Replying to your esteemed favor of recent date in regard to the car shortage situation in the trade. We fully agree with you that this shortage is becoming a menace to commerce. Owing to its recurrence every fall we have had to put in the bulk of our stock during the summer season when cars are plentiful and owing to frequent trouble with the railways about car service, we have had to equip our plant with expensive machinery of the latest device for unloading coal quickly.

Many times when cars have arrived and an order for placing has been put in immediately, if the railway attended to them at once the consignee is in a position to unload them promptly. But often the railway suits its own convenience and places the cars three or four days afterward just when the consignee has a rush of other business and cannot give the cars the attention needed. Then if the cars are not unloaded within the time limit the railway demands demurrage. This should not be. A reciprocal demurrage would charge the railway for delayed placing and retention of goods.

We think as much time for the unloading of cordwood should be allowed as for coal. We think all cars of coal and wood, after having been unloaded at destination, should be weighed, there or at the nearest point and the railway be responsible for any shortage in the weight of the contents and the consignee should only have to pay the freight on the actual quantity in the car. If the railway accepts the mine weights as correct, then they should be compelled to deliver that quantity to the consignee or make good the difference.

A railway should not be allowed to collect demurrage unless it can produce the full particulars as to the hours and dates such car service accrued. We have a case where the railway charged an additional amount in the freight bill under the head of "advances." When

asked what this amount consisted of, they said it was demurrage and would not produce a statement of the hours or dates on which it is alleged to have accrued. As we refused to pay it, without knowing whether we were liable, they withdrew our credit privilege and at the same time appear to delight in putting us to as much inconvenience as possible by delaying to place cars until such time as it will embarrass us most, and so forth and so on.

No doubt the present car service rules are unfair in many other ways to the consignee and shipper and an amendment to your Interstate Commerce act would do away with these inequalities, but as we are Canadians and under the Canadian car service rules controlled by the Railway Commission Board of Canada, this matter as far as the States is concerned must be worked out by your own citizens—it is out of our jurisdiction.

Any amendment you may make for betterment you may secure in this line, however, will very likely be followed by our own government before long, so trusting you will be successful in this campaign and wishing you the compliments of the season we remain.

C. M. MODERWELL & CO., CHICAGO, ILL.

I find your favor of December seventeenth here upon my return from an absence from the city. I am sorry that I was unable to give you my view with regard to the transportation of coal in time for your issue.

It is evident that the railroad officials are making a desperate effort to shift the responsibility for the situation from their own shoulders to those of the shippers and receivers of coal.

If a sworn statement could be had from the manager of the Car Service Bureau in Chicago, showing the number of cars of coal on hand at the end of each week and the number under car service, I feel confident it would show how little there is in the claim of the railroad officials that the consignees do not give disposition promptly for the cars.

I have advocated for years a reciprocal demurrage law and believe it should be passed by the national legislature. If there is any justice in a railroad company delaying coal and other freight for two weeks to a month beyond a reasonable time and then compelling the consignee to unload same within forty-eight hours after arrival or pay a penalty I fail to see it.

The very fact that the railroads are making such a strenuous fight against a law of this kind is the best evidence to my mind that they know the weakness of their case.

It is unfortunate at this time that the coal trade has never been able to support an association which would present a united front on matters of this kind. The railroads, of course, are organized and have the best of legal talent. There can be but one outcome unless we are willing to make a fight by standing together.

INTERNATIONAL COUNCIL OF COAL MERCHANTS, JAMESTOWN, N. Y.

Your favor of seventeenth inst. at hand. I am much pleased that you are taking hold of this matter of demurrage, and want to assure you that you can count on me to do everything that I can to aid you in getting the matter adjusted on a more equitable basis for both the shipper and receiver of freight. I note your reference to a National Shippers' convention, which it is proposed to be held in Chicago January fourth. I believe the time is ripe for such a movement, and that such a convention is necessary in order to get an expression of opinion from all of the various mercantile bodies engaged in shipping and receiving freight. The International Council of Coal Merchants would be glad to join hands with the other associations in such a movement, and would undoubtedly be represented at such a convention. We have already taken decided action regarding this matter. A committee has attempted to meet and arrange some equitable basis for demurrage with the railroad people, but, failing to get any satisfaction whatever along these lines, our secretary is now at work carefully preparing a uniform bill which will be introduced in the legislatures of the various states wherever we have state or interstate associations, which is practically throughout the entire country. I believe, however, that

this idea to secure a national reciprocal demurrage law, in the form of an amendment to the Interstate Commerce act, would perhaps solve the difficulty in a quicker and better way. I trust the matter will receive the attention it deserves from all shippers and receivers of freight and assure you of the hearty co-operation, both of myself and the association which I have the honor to represent. Very truly yours,  
WILLIAM F. ENDRESS, President.

A. B. MEYER & CO., INDIANAPOLIS, IND.

Replying to yours of the seventeenth inst. relative to the question of car shortage which has become general throughout the country, would say we think the shipper, consignee, and the railroads are all more or less to blame for present conditions. In lots of instances the consignee does not have an abundance of room to receive his goods on arrival, and on the other hand the railroads too often bunch cars en route. There might be a remedy for this if the railroads would make a lower rate at such times when certain commodities are not in demand. This would better proportion shipments throughout, and act as an inducement for parties having large storage places to take in goods for storing purposes. It is our opinion that it is human nature for the railroads, just like any individual, to haul and encourage the freight on which they earn the greatest revenue.

CLYDE COAL CO., PITTSBURG, PA.

Replying to your letter of December seventeenth, we are "all-river shippers" at the present writing, but we expect to become some future day railroad shippers. We therefore feel that as we are not hurt by the shortage of cars that it is not up to us to raise any complaint, except a general one. Car shortage in this vicinity usually works to our advantage, for the reason that it makes river coal in better demand when railroad coal is scarce. Notwithstanding that however, we deplore the shortage that our neighbors and railroad friends have experienced during this exceptional period of prosperity in the coal business. We regret that the railroads have been so utterly unable to handle the vast tonnage that has been offered, and that the railroad shippers have found it necessary to sacrifice large and remunerative orders and, like all other people in the business, though at present only indirectly interested, we ask ourselves, "What is the remedy?"

According to the railroad statistics there are ample cars and ample locomotive capacity to handle many times the present tonnage, providing the terminal and yard facilities were such that the said tonnage could be handled with quicker dispatch.

We have seen statistics where it was stated that a car from a coal mine in the Pittsburgh district to the docks at the lakes and return averaged thirty days for the round trip. If this is the case then it seems to us that the condition of the railroading needs revision, and that a week or ten days at the outside should be sufficient for a round trip. This whole question is too momentous for us, in our inexperienced condition, to say very much or make a great holler, but we are thoroughly in sympathy with any movement for the improvement of the trade in general, and as this appears to us as such we are ready to add our support to any general movement to further a solution to the car shortage question.

GREGORY COAL, COKE & LIME CO., MARSHALLTOWN, IOWA.

Replying to your favor of seventeenth, just received.

We are in full accord with the movement for a reciprocal demurrage law and are willing to do what we can to further the movement. I can not say that I will be at the meeting January fourth, but I think it more than likely that the organization (the Coal Dealers' Association of Iowa and Nebraska) will be represented if such a meeting is held, as this is exactly along the lines that Mr. Chisam and myself have been expecting to take up vigorous action and we are glad to learn that some one else has anticipated our action. Will be glad to hear from you further.



# The Commerce Commission's Investigations.

**Inquiries Into Traffic Conditions Held in Kansas City, St. Louis, Minneapolis and Chicago.**

The line of inquiry held last week was something of an innovation on the part of the Interstate Commerce Commission and proceeds from the enlarged powers given to the commission under the new interstate commerce act. It is now assumed by the commission, although this assumption has not had final adjudication by the courts, that it has power to order the railroads to provide adequate facilities for the proper conduct of their business. This authority, it is claimed, is given the commission under the following clause of the interstate commerce act, not expressly and directly but by inference:

"That the commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act and shall keep itself informed as to the manner and method in which the same is conducted and shall have the right to obtain from such common carriers full and complete information necessary to enable the commission to perform the duties and carry out the objects for which it was created, and the commission is hereby authorized and required to execute and enforce the provisions of this act, and upon the request of the commission it shall be the duty of any district attorney of the United States to whom the commission may apply to institute in the proper court and to prosecute under the direction of the attorney general of United States all necessary proceedings for the enforcement of the provisions of this act and for the punishment of all violations thereof, and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States, and for the purposes of this act the commission shall have power to require by subpoena the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements and documents relating to any matter under investigation."

J. C. Lincoln, commissioner of the traffic bureau of the Merchants' Exchange of St. Louis, prepared a written statement which was offered at the St. Louis hearing in evidence as follows:

"In my position I have been brought in touch with the car situation and the delay in movement of freight over all of the lines entering St. Louis, as presented by our very large membership in complaining to me of the shortage of cars at country stations and the slow movement and delays at the terminals.

"From observation I am led to believe that the principal causes are: Lack of equipment—power and cars; insufficient track facilities—main lines, sidings and terminals; and slow movement and delays at connecting points upon joint traffic.

## Lack of Equipment.

"It is my belief that there are many lines equipped, both as to power and cars, so as with reasonable promptness to take care of the business along their rails, also contribute their share toward handling joint and through traffic, but are prevented from so doing by the fact that their connections are not so equipped; in consequence cars which they own are made prey of by such connections, so that the line attempting in good faith to provide facilities for the proper conduct of its business and to render the public the service to which it is entitled may be unjustly condemned on account of the acts and the failure on the part of other lines to provide proper facilities. A railroad does not perform its functions for the public by the mere laying of rails, building depots and terminals making it possible for the public to use its line, unless at the same time it furnishes facilities for handling and transportation of the commerce offered to or made accessible by the granting of their franchises. It is the duty of a carrier to equip its line with power and cars up to a reasonable degree commensurate with the density of the traffic available to such line and to contribute its share toward joint traffic in which it engages.

## Insufficient Facilities and Terminals.

"With the modern power that is being employed by the railroads they are capable of handling over

lines of less than six-tenths per cent grade trains of from fifty to eighty cars. There are, however, very few lines, particularly throughout the west, that have adjusted their sidings along the main lines and at division and terminal points to readily handle such long trains, thus resulting in unusual delay to the movement of freight at passing or junction points and in terminals. Great increase in the traffic of the country makes it almost imperative for the expeditious movement of freight; that long passing tracks preparatory to double tracking of the main lines should be accomplished and much greater facilities at their terminal points should be constructed for the prompt handling of through freight, making and breaking up of trains, independent of those terminals, for the loading and unloading of freight from or for industries that have been constructed upon such terminals. The lack of these facilities accounts for the small average mileage per day that is made by freight trains. Few lines have in their terminal facilities kept up with the growth of business, and this is not surprising considering the rapid development of the country and enormous increase in tonnage.

"It is not uncommon for cars to be delayed five to six days for causes that are not attributable to shippers. It is my belief, after careful inquiry, that after a car is placed so as to be accessible for unloading the shippers generally are very prompt in removing the load, and the delays that occasionally occur represent detention upon a very small per cent of the total equipment. The carriers can prevent the use of their cars by sending freight to public warehouses if not removed within a reasonable time.

## Delays at Junction Points.

"By the placing of embargoes by lines upon their equipment going beyond their own rails there is much delay in the handling of through or joint traffic awaiting cars of connecting lines. In fact, this is one of the greatest embarrassments the shipping public are now having to contend with.

"The following remedies, which should receive careful attention by the transportation companies, have been suggested to my mind; namely, the roads should be required to keep their equipment, both power and cars, upon a basis conforming with the density of traffic they originate or receive; more double and passing tracks should be provided; modern terminal facilities should be constructed and there should be free interchange of cars on joint or through traffic. If each line would provide its proper quota of cars and the cars be more expeditiously handled delays now prevailing at junction points would be largely avoided and, in my judgment, it would be found that there is not near the shortage of cars that now exists."

"I believe much good could be accomplished through the organization by the carriers of a car equipment clearing house, to be composed of lines so efficiently equipped as to permit the proper interchange of cars, with heavy penalties to enforce proper use of equipment while upon foreign lines. By such a clearing house balances could be kept on interchanged cars and where there is a surplus of empties in one section and a shortage is another through this clearing house, by mutual agreement as to compensation for empty car haul on owning line, the cars could be made available."

## Additional Testimony.

Following the written report the witness was cross-examined by Attorney Farrell, who among other things asked him what he knew about delay because of cars being in bad order, to which Mr. Lincoln replied that there was a large percentage of cars in bad order. When asked what he meant by that expression, Mr. Lincoln stated that it chiefly applied to cars to be delivered to connecting lines and was understood to mean cars which did not fully comply with the safety appliance act, in which cases the car must be held at the junction point until it is repaired. He thought there was unnecessary delay in many such instances, the question to settle being as to whether it should be sent to the repair track or whether it might

not be more quickly repaired upon the track where found. When asked as to whether he could give any instances of what he would call trivial repairs, he referred to one which he said was rather absurd, and was to his mind rather an extreme instance. He stated that he located a carload of junk lying in a yard about 2,000 yards away from its delivery point. It had been declared to be in bad order because a link connection between the coupling pin of the automatic coupler and the operating lever had opened sufficiently so that the lever would not perform its function. Upon the inspector's report it was ordered to the repair track, which was three and a half miles away, instead of being sent to delivery point, 2,000 yards away. An employee in the operating department to whose attention the difficulty was called solved it by closing the link with his fingers. The witness stated, however that this occurred some time ago, and since then the practice of sending all bad order cars to the repair track had been largely obviated and there were now repair gangs working in the yards for the remedying of minor defects, thus saving much time in their repair.

Further questioning by counsel elicited from the witness the statement that while railroad terminals had been greatly enlarged from time to time they had not kept pace with the growth of traffic and were in many instances not modern in arrangement and especially in their not being adapted to the handling of freight in the larger and heavier trains now in use. He considered the matter of adequate terminal facilities one of the important transportation difficulties of the present time and also thought that the embargo of the various railroads was a very serious feature of the car shortage situation. He considered an embargo justifiable under certain circumstances. On this point he said: "If a railroad permits its equipment to go beyond its own lines and it is not promptly returned, it is thereby lessening its power to take care of its own business."

## Car Manufacture at Its Limit.

Vice-President McBride, of the American Car & Foundry Co., gave the capacity of his company at its thirteen plants at about 90,000 cars a year, which is an increase of fifteen per cent in quantity and fifty per cent in quality over two years ago, steel cars being largely manufactured at the present time instead of wooden cars. The company turned out 8,611 cars in October, 7,500 in November and will ship about 8,500 in December at the present rate. It is about six weeks behind on orders, based upon the time when deliveries are promised, while the capacity of its plants is mortgaged nine months in advance on orders already in hand. Should an additional order for 10,000 cars be placed with it at this time it could probably make delivery by October first of next year and might make some deliveries, in a small way, upon such an order by next April. The inability of the company to make deliveries promptly has occasioned much complaint from railroad officials and when asked as to what extent this was true, he replied:

"We would hear from everybody from the president down to the general freight agent."

When asked if he thought that the volume of orders for cars would be much greater if delivery could be made more promptly, he said that he thought this would be true if it were possible to make delivery in two or three months. The most urgent demand at the present time, he stated, was for freight cars. Conditions were much the same at all of the thirteen plants of the company. Their production could be increased about fifteen per cent if material and labor could be secured. This capacity also could be increased by enlargement of the plants which would, of course, take money, although the company had spent \$500,000 in St. Louis in that direction this year. The chief difficulty in securing material was in the case of lumber and this was occasioned largely by the inability to secure cars in which to make lumber shipments. The difficulty in securing labor and in securing material was about equal.

Upon cross-examination the witness stated that many railroad companies previously made their own cars and that it would be possible for them to do so today, but would cost them more money;



that most of the railroads made their own repairs. When asked if cars were not higher at the present time than they had been since 1900 he said that they were higher in 1902. The witness had been before the Interstate Commerce Commission two years previous, at which time he testified that the company was not getting all the orders it desired. Seventy-five per cent of the cars now built by the company are steel, including in that cars with steel substructure and wooden superstructure. Asked if the railroad companies furnished the material for the construction of their cars, he stated that this was true of only certain special parts in some instances. The company also sold car parts, such as wheels, castings, etc., but these formed a very small part of the business—perhaps five or six carloads a day. Asked regarding delay in unloading cars at plant the witness stated that there had at times been some delay owing to the congestion of cars, but chiefly in securing labor for unloading them. In some instances a double price had been paid in order to get such labor. Attorney Cowan elicited from the witness the information that not over 5 or 7½ per cent of the car output of the company was stock cars and that it had few orders for such cars at present and was not behind in orders for stock cars. There has been no increase of orders for such cars to any extent.

The American Lumberman has computed the following summary, showing average number of cars received by each mill in the different states, and what per cent this was of the total requirements of the average mill. The last two columns give some averages for November first to tenth, showing conditions growing worse. The grand averages at the bottom show that for the territory as a whole the average mill received a little less than two-thirds the number of cars required, or 63.47 per cent, while during the first ten days of November the car supply dwindled to less than half the number actually needed, or 48.08 per cent, the average mill getting twenty-six cars during these ten days:

	Average cars received each mill, October.	Per cent of requirements.	Average cars received November 1-10, each mill.	Per cent of requirements.
Arkansas .....	81	54.64	22	35.44
Louisiana .....	96	58.07	28	39.79
Texas .....	76	53.40	26	46.24
Mississippi .....	118	68.85	41	55.54
Georgia and Florida..	58	82.14	17	52.86
Alabama .....	74	63.50	23	58.59
Grand averages..	86	63.47	26	48.08

#### The Chicago Hearing.

Judges Lane and Harlem, of the Interstate Commerce Commission, conducted the hearing in Chicago on Thursday of last week, being a continuation of the hearing at Minneapolis earlier in the week. Commissioner Lane at the opening announced the purpose of the hearing to be to inquire into the relation between present railroad facilities and the demands upon them; whether inadequate car supply or motive power, if such facilities were found to be inadequate, was due to any fault of the railroad companies or whether due in any measure to the detention of cars by shippers waiting to load or unload.

#### Witness for the Rock Island.

The first witness put on the stand was W. B. Biddle, third vice-president of the Rock Island system. Mr. Biddle in response to questions described the difficulties on his line as being those of congestion of loaded cars rather than those of car shortage. He ascribed this difficulty largely to the fact that his company's lines, and especially in the southwest, were largely producing or originating lines—meaning thereby that most of the freight originating on them must go to points off the line. This occasioned difficulties because of the inability of connecting lines to take Rock Island loaded cars and return the empties with any degree of promptness. The difficulty regarding export freight to southern points, and especially Galveston, was particularly great, and he showed the necessity for a rule made by the Rock Island railroad prohibiting the loading of any of its cars for Galveston.

Later upon the assurances of railroad officials that they would be able to return Rock Island cars with reasonable promptness this embargo was lifted, but within ten days thereafter he again heard from these same officials that they would be unable to keep their promise to him and of necessity the original instructions were again sent out. He realized that this of course made considerable trouble for many shippers, but grain for instance was better off in the elevator than it would be in loaded cars upon his line which it was unable to deliver to connecting lines because of their refusal to receive them and which therefore would congest and in fact are often now congesting Rock Island terminals. Outside of these difficulties over which the Rock Island had no control, Mr. Biddle stated they had no special trouble this year. Mr. Biddle thought that conditions were not likely to improve for some time. He stated that this congestion extended to large manufacturing centers and repeated a statement recently made to him by an officer of the United States Steel Corporation that their company had product piled all around its plant awaiting shipment, although its usual custom was to manufacture only on current orders to be loaded direct into waiting cars. His company, he stated, had purchased about 7,500 new cars in the last year and would have about 5,000 new ones for the coming year. The possibilities of enlarging equipment, however, were strictly limited by capacity of car and locomotive plants and he did not believe that orders placed at the present time could be filled before eight, nine or ten months for either locomotives or cars.

#### Phases of Practical Operation.

Asked whether the Rock Island had a sufficient number of cars to handle the traffic of its own line if it would get the cars promptly when they got off its line, Mr. Biddle stated he didn't know he would say that. He thought that at the busy season of the year no line would be able to handle all the business offered and take care of it the same day it was offered. He stated, however, that the Rock Island system had done all it possibly could have done in the meeting of present conditions. His company had gone so far as to haul empty cars for 500 or 1,000 miles to meet such demands from certain localities, knowing that after having been once used in those localities they would have to be taken back empty to the points from which they had been borrowed. They had been compelled to refuse current through export grain business from Leavenworth and other points through the south because there were other railroads over which such business could be shipped and to attempt to handle it or any part of it themselves would have left them short of cars for the taking care of shippers on their line who were entirely dependent upon them.

In response to questioning by Attorney Marble, Mr. Biddle stated that the balance of car interchange had been constantly against them all the year and that this was usually the case, they having fewer foreign cars than the number of their own cars off their own rails. He could not give the exact figures but promised to furnish them. He thought that the recent advance of the per diem charge from 25 cents to 50 cents a day would have some effect in bringing the cars home quicker, though not to any considerable extent.

Mr. E. W. McKenna, second vice-president of the Chicago, Milwaukee & St. Paul Railroad, stated that his company had 1,100 engines and that this last report showed that 4.2 per cent of these were laid up undergoing repairs, which was about the normal percentage. The repair shops, however, had a capacity of ten per cent. There were three of these principal heavy repair shops located respectively at Milwaukee, Minneapolis and Dubuque. Each division, however, had its light repair shop, capable of making any ordinary running repairs and such repairs were usually made while the engine was laying over from one run to another and taking from one or two hours to perhaps twelve hours, depending upon the nature of the repair. These division shops averaged one to a little over 100 miles of railroad. He stated that there were

something over 14,000 foreign cars on his system at the last report and something less than 14,000 of its cars abroad on other systems, this daily balance usually being in its favor.

#### Keeping Cars at Home.

Asked whether he had any remedy to suggest for car diversion, Mr. McKenna stated that while the per diem charge had been advanced on the first of December from 25 cents to 50 cents, his company, with a number of others, had also entered into an agreement by which foreign cars must in all cases be loaded to their home road and that whenever they were loaded in another direction a charge of \$5 would be made for the transaction in all such instances. A foreign car could be sent empty in the direction away from its home road for the purpose of picking up a load going in the direction of its home road, but a loaded car could not be sent in that direction without the penalty under this agreement. Mr. McKenna stated that this also had been a rule before the times of the per diem charge, but under the per diem charge there was no obligation upon any road to return a foreign car at any time whatever as long as it continued to pay the per diem charge upon it. Under this agreement, he said, the roads were thereby penalized to do what they used to do from motives of common honesty.

Asked regarding the effect of consignee using freight cars as warehouses, he said that this detracted very greatly from the earning power and efficiency of the car. Certain commodities, such as hay, coal and grain, were subject to certain allowances which had grown up and which resulted in a great loss in the use of cars. The shipper was interested in the stimulation of car movement to the highest point, but seemed to take no interest in this matter, because the rate of car movement was constantly decreasing. The American Railway Association had, however, inaugurated a movement in this direction through a car efficiency committee, of which L. G. Haas, of the Baltimore & Ohio, was chairman. It was the object of this committee to form local committees of shippers to investigate conditions in this respect. Mr. Haas had recently been in Chicago and the witness had placed him in touch with people on the Board of Trade, and he believed considerable good would be done through this movement.

Mr. McKenna further testified that his company put in 1,200 to 1,400 cars a day into Chicago and that their average time in Chicago was about seven days and during favorable periods the system had an average of a little less than six days. He considered that four days would be ideal and that five days would be good average performance. He considered that the excess over this time in Chicago alone amounted to about 75,000 car days each day, or, in other words, reduced the number of available freight cars in the country by that amount—by 75,000 cars.

Asked if his line followed the policy of some northwestern railroads in loading their engines with train weight to their utmost capacity, he said they did not. It was their intention to move all heavy freight at the rate of at least ten miles an hour and to load each engine to that capacity only, which varied with the season of the year, the condition of the weather and also, of course, with the condition of the engine. Each engine was in this way enabled to do more work at less cost in the course of a year, which gave the best results both for the company and for its patrons. To attempt to crowd the engines over their capacity would result in reducing their ten mile performance by as much as thirty per cent.

#### Average Daily Car Movement.

Mr. Biddle was then asked what the average daily freight car movement was upon his road, and he stated it was this year about 23 miles a day, which was much less than a year ago, when it was 24 miles. Mr. McKenna was asked the same question about the St. Paul lines, and stated that for four months up to October it was 32.6 miles and that the year previous it was 31.26 miles. Mr. Biddle was asked also to state what would be a reasonable time for the average daily movement of a



grain car over 400 miles and through junction points. He was unable to give an answer to this question, but stated he should be pleased to secure and furnish the information.

Mr. McKenna was then asked regarding the company's policy of building its own cars and engines; whether it was necessary for other railroads to depend upon car manufacturing companies or whether it was possible for themselves to furnish their own equipment in this manner. He stated he could answer only for his own road, which had at West Milwaukee capacity of 8,500 freight cars a year and locomotive capacity of about 62 annually, which, however, by the first of February would be increased to the basis of 130 annually. He knew of no other railroad which built its own equipment except the Pennsylvania, and that road, he believed, had discontinued the construction of freight cars. Asked regarding the cost of a plant necessary for this work, he stated his company would have invested at West Milwaukee by February first approximately \$1,500,000, although he could not give the figures accurately because the plant was a part of its general shops there. His company, he stated, had been able to meet its own equipment needs in this way for the past seventeen years and at the present time was providing equipment for extension under construction.

#### Car Service Man's Testimony.

The next witness was C. W. Sanford, manager of the Chicago Car Service Association, having charge of demurrage matters in Chicago. He stated that the average time of delivery of a car to its destination to the time it was loaded out or ordered out was about two and a half days, and as a part of this delay the average shipper's detention was about nine-tenths of a day. He stated that in Chicago the consignee has forty-eight hours for reconsigning, except in the case of coal or coke, when their time was five days, and forty-eight hours for giving disposition except in the case of grain to elevators, where the time was five days; also forty-eight hours for unloading. He stated, however, that the railroads had under consideration a rule which would probably be put into effect about February first, under which the free time for reconsigning would be forty-eight hours in the case of all commodities except coal and coke, the maximum in the case of those commodities being reduced to four days. Asked whether it was cheaper for the shipper to use freight cars as warehouses or store in the usual warehouse, witness stated it depended upon how long they wished to hold the car. If for three or four days it would be cheaper to use the car, but for longer than that it would be cheaper to send to storage. He also stated that about ten per cent of cars are now held over the free time, and on these cars the excess over free time would average about four days to each car. Of these not over one per cent were held a very long time, and this was largely due to the fact that a great deal of cheap freight of one kind or another was sent here, which in some cases would be held thirty days or even longer. This referred, he said, to slack coal, or hay, and occasionally to wood slabs, and sometimes to vegetables, and especially watermelons, sent at the time when there was a glut in the market.

#### Does Coal Require More Time?

Asked for the reason for giving longer time to coal and coke than to other commodities, witness stated that this was on the theory that coal and coke come to Chicago from considerable distances, with possibilities of irregularity in forwarding causing possibly lumping of deliveries, and also because rail movement of these products was in competition with water movement, where coal would be held awaiting the shipper's convenience, and further because coal was an absolute necessity and if it were not for the practice of holding it in reserve the railroad could not be sure of regularly supplying fuel to large manufacturing institutions and other large users of coal.

Asked whether coal dealers were complaining of lack of cars, the witness said: "They do not complain to me. When I come into

contact with the public it is because they are oversupplied with cars and don't unload them promptly."

Asked how many cars come into Chicago, the witness stated he couldn't say. Asked how he got his original figure of ten per cent of the number that come in being over two days, he stated that this was figured only on the cars destined to Chicago, and took no account of cars billed through. His bureau recorded 175,000 to 205,000 cars a month having Chicago as their terminus.

Commissioner Lane figured from this that according to the witness' previous statement about 17,000 cars a month were held over the free time in Chicago, an average of four days each, which would make about 60,000 car days a month lost in Chicago, demurrage charges against the consignee. It would be recalled that Mr. McKenna had figured there were about 75,000 car days lost daily in Chicago because of lack of promptness in getting cars in and out; but this loss, it should be understood, is not all due to the shipper, but due to slowness of railroads in handling the cars while in their control and not under consignee's disposition.

#### John W. Midgley's Testimony.

The next witness was John W. Midgley. Mr. Midgley was assisted to the witness stand by his secretary, being very nearly blind. He is a tall, white haired gentleman, not now mentioned in any list of railway officials, although one of the pioneer railroad men of the country. He gave the most interesting testimony of the morning session and at considerable length, only the vital parts of his testimony being here summarized.

"About six years ago," said Mr. Midgley, "certain gentlemen, prominent in railroad circles, thought that there was not enough just returns from the investment in railroad cars and they asked me to look into the causes and try to stimulate greater activity of freight cars. A number of them got together and made an agreement, asking me to spend a year, if possible, in that work. I have been engaged in it nearly six years. The first result of these efforts was to change the method of compensation for the exchange of cars from the mileage to the per diem basis. All railroads until July first, 1901, or 1902—I am not sure which—were working under a rule by which they paid for the use of a car after it left the home rails by the mile run. If the car did not run it could be kept idle for months and months, or even for years, without any payment being made for the use of it. There was no incentive, therefore, to allow the car to run. There were railroads which were offering free storage room to their patrons in order to secure business, using the equipment of other railroads for this purpose, for which the owners of the cars would receive no compensation. To meet this fault demurrage associations were organized over the country, but that did not release the cars when they were away from home. I advocated the per diem basis. When I got the movement to a point where it could be inaugurated—because it did not require unanimous action—the American Railway Association stepped in and said it would take charge of it. They fixed the rate at 20 cents per car per day. Of course that was a mere farce. There were, however, railroads in New England which protested against this charge. There were no warehouse facilities contiguous to the great cotton manufacturing plants and cotton would be held in foreign cars until consumed by the mills. These railroads said they could not afford to pay 20 cents per diem for these cars. They wanted it to be 10 cents. I wanted it to be 30 cents, which would have been an ideal rate for the standard car of 60,000 pounds."

The witness was interrupted by Commissioner Harlan to inquire what rate the interest would be upon the original cost of such a car, and he stated that it would be six per cent on a car costing \$800. He, however, would have fixed it at one-half cent a day for each 1,000 pounds carrying capacity, or 40 cents upon an 80,000-pound car, or 50 cents upon a 100,000-

pound car. The Pennsylvania railroad, for instance, he stated at the present time was building no cars under 100,000 pounds' capacity and it was ridiculous to assess these cars at the same per diem charge as the cars of 30,000, 40,000 or 50,000 pounds. This rate he said was increased in January, 1906, to 25 cents a day, but it had taken the American Railway Association four years to bring about that change. Since then, largely through the efforts of one influential member, one of the most powerful railroad men in the east, there had been an agreement for a 50-cent per diem charge inaugurated between some ninety or one hundred railroads controlling some 1,400,000 cars. The witness could not give a list of these railroads from memory, but promised to furnish it. His secretary stated that this number was now something over one hundred, new railroads constantly entering the agreement. Even this, however, he stated would have little effect when a car in times of heavy traffic was forth much more than that. There was no traffic manager, he said, who would not pay \$1 or \$2 or \$3 a day for the use of a car under such circumstances.

#### Strong Argument for Government Ownership.

Attorney Marble read a statement from a circular issued by Mr. Midgley, under date of July twenty-seventh, 1906, in which the statement was emphatically made that there were enough freight cars in operation at the present time to transact all the business of the country, provided they were properly handled. The statement was further made that it was a strong argument for government ownership (under which all cars would be used in common), that the railroad men of the country did not seem to be able to provide a plan by which this could be done under private ownership. Asked if he considered this statement to be true at the present time, witness said that he emphatically believed such to be the case and that he did not hesitate to repeat the statement. He further stated:

"While I am particularly opposed on principle to government ownership, I say if the railroad managers do not rise to the situation and do their utmost to perform their duties properly, then they furnish the best possible argument for the other control; in other words, it is incumbent upon the railroad companies to do what would be done if there were common control of the railroads of the country. If there were common control, of course there would be common use of the equipment. But there is a good deal involved in the details of such an arrangement that I do not want to discuss. I do not like the term 'pool' for such an arrangement. The term 'clearing house' would be better."

The witness was asked if he thought an arrangement could be made whereby a railroad would be safe in allowing its cars to go beyond its own line and by which, in such case, it would be sure to be made good in other equipment. He said in reply that it should be made good either in other equipment or in the earnings which such cars could make in its own service. As an illustration he gave the Illinois Central providing equipment for its own patrons, but finding in the heavy season a balance of 10,000 or 12,000 cars against it daily, of course decreasing its own earnings and its own capacity to take care of its patrons.

#### Equipment Sufficient to Care for Present Needs.

The witness being asked if he found railroad men generally agreeing with him in this statement that present equipment properly used would take care of all the needs of the country, he stated that they had written to him to that effect and had published such statements over their own names in various railroad journals and had made such statements in meetings of various railway organizations. Among these were some of the most influential traffic and operating men in the country. The witness also used the Pullman Co. as an illustration in this respect. He stated that if each railroad operated its own sleeping car service independently of the others, the aggregate sleeping car equipment necessarily would be two or three times that with which the one company was now able to transact the busi-



nes through its power to shift its equipment to meet the shifting needs of passenger transportation.

Asked whether he thought the present equipment could be so handled as to take care of traffic during the heaviest seasons of the year, he stated that he thought it would approximately do so, only provided, however, autocratic authority be given to some one man in charge. This would do away with a great many time concessions to shippers which had previously been made, but which he considered now to be in violation of the new law. Regarding the extension of time for the use of equipment in loading or unloading, he stated that at the present time in New York harbor grain shipments were allowed sixty days for unloading into the vessel after receipt of the bill of lading. In New Orleans he said the time was twenty days and that there was talk of reducing it to ten days.

#### As to a Clearing House for Railroads.

There was further examination of the witness regarding statements which had been made in various bulletins issued by him which brought out the information that there is a movement on foot at the present time among a number of the large railroads to form a clearing house for the handling and interchange of railway cars; that this movement was brought about by a letter written by Stuyvesant Fish and read before the last meeting of the American Railway Association, and that this letter was inspired by Mr. Midgley after consultation with various influential railroad men. Mr. Midgley repeated and emphasized the statements he had made in his bulletins that E. H. Harriman and J. J. Hill by enforcing such a plan would be able to do more than any other two men in relieving present conditions.

The witness was asked if he could explain the fact that while the Great Northern had a balance of 2,000 foreign cars in its favor at the present time and the Northern Pacific 6,000, transportation conditions were still so bad upon these lines. Witness replied:

"Mr. Hill has a theory of loading trains which is peculiar to him, although he has obtained better results because of the favorable location of the Great Northern railway over that of any other railway on the continent. He will not allow a train to be handled anywhere—or at least that was his rule—until it is loaded to the rating capacity of the locomotive. He would hold the train until it reached that capacity, which, of course, often occasioned delay in moving cars. He thus obtained a greater average load per car than any other railroad, and a greater average per train mile. In the same way he will not allow cars to be run westward until they are loaded. Other railroads in that section follow a different policy and their management think it better to return the cars empty in order to bring in east-bound shipments as promptly as possible."

#### Average Car Held Up Nine Days Out of Ten.

The witness' attention was then called to his letter No. 59, dated December tenth, 1906, where he quotes a certain railroad official as stating that the average car is held up nine days out of ten, either in loading and unloading, or at sidings, and if shippers could co-operate in saving one day of this time it would greatly relieve the present situation. Witness stated that he believed that statement to be conservative as corroborated by the fact that the average movement of freight cars is only about twenty-four miles a day, or a mile to an hour.

Commissioner Harlan called Mr. Midgley's attention to the fact that many of the northwestern railroads had been built in advance of civilization and asked if he thought that the general railroad policy had changed any in that respect so that now they waited for demands upon them before beginning to make provision for them. Mr. Midgley stated that as far as the policy of thirty years ago was concerned he knew it to be as stated as he was then connected with the leading northwestern railroad and knew that in one instance it had completed a line 100 miles beyond any habitation. In the southwest railroads had been built out to where trains were in danger of being pushed off the track by herds of buffalo, and as commissioner of the Northwestern Freight Association he had made a rate on a transportation of buffalo bones where there were

now no buffalo bones to be moved. As regards the present policy, he thought the railroads were doing their utmost, as they understood it, to relieve the situation. The trouble, in his opinion, was that they had brought upon themselves such a confusion of affairs. He called attention to the conditions at the Chicago terminals, which, he said, was largely because through business that should never have been brought into the city. He called attention to the fact that there existed contiguous to Chicago eighteen parallel lines of track attention to the fact that there existed contiguous to Chicago eighteen parallel lines of track where transfers could be rapidly made, although for some incomprehensible reason the railways here had never made use of these transfer facilities. They would bring into the city cars from eastern points destined for perhaps a dozen western railroads and switch these cars within the city one at a time to the various railroads where, under the transfer system which he referred to, it would have been possible for one switch engine to have made these deliveries to the various transfer tracks in a much shorter period. He considered also that the belt lines within the city were by no means being utilized to their fullest extent in making such transfers.

Referring to the delay in unloading in the case of refrigerator cars, he stated that he was recently told that the average delay was about two weeks because cold storage would cost \$5 or \$6 a day and it was much cheaper to store in the car and pay the railroad \$1 a day demurrage on it. He said that he had been told the day before that for this reason cars running between California and New York were able to make only three or four trips a year.

#### Harriman and Hill Favor Clearing House Plan.

The witness' attention was called to a statement made by him in a recent letter that Messrs. Harriman and Hill favored the clearing house plan and it was stated to him that Mr. Hill, in his testimony at Minneapolis, took the position that this was news to him. The witness was asked how he had gotten the information that Mr. Hill was in favor of his plan. The witness replied:

"From Mr. Hill direct. The last time I talked with him and asked him if he favored this plan he said, 'Of course I do.' As to Mr. Harriman, it was at his direct request that I called the meeting here October sixteenth which led to the adoption of a fifty cents per diem charge.

"Q. And as to the clearing house proposition: he also favors that? A. Mr. Harriman favors clearing house methods throughout. He told me in his own office, 'What I want is one settlement between my road and others instead of settling with every road individually.' The clearing principle is one which he cordially indorses and which he uses in his own operations."

"We are short of cars," said Mr. Daly, "to protect our traffic today to the extent of ten or fifteen per cent. We own 60,000 freight cars, which is an average of about 12½ cars per mile of track, and we hold 24,800 of these cars on the tracks of foreign railroads. I have here our location statements, which show the total of cars away from home amounts to 24,825 against 22,894 last year. Among these are 15,700 box cars, 866 furniture cars, 277 stock, 677 fruit, 1,679 refrigerator, 648 flat cars and 4,988 coal cars, making a total of 24,835 cars. We have 15,675 foreign cars, or had on the tenth of December, showing a balance against us of about 10,000 cars. We own 62,000 cars, but we have about 52,000 of our own and foreign cars with which to take care of the traffic that is offered us.

"The reports indicate where cars make several moves from one railroad to another they are used locally on those roads, and this is a fact admitted by transportation men and has been for the last two or three years. I think the rental in effect now will have a tendency to bring our cars home and to protect the different roads to better advantage than heretofore. Under the old mileage plan a road could let a car stand on a side-track for thirty days and pay nothing for it. In 1902 the per diem rate of 20 cents was adopted and after four years the rate was raised to 25 cents. The roads recently raised the rate to 50 cents to expedite prompt car service. That rate will have little effect in getting cars returned to the owners for one or two years. The relief is going to come from the small railroads, which have been unable to confiscate cars belonging to the large lines

during the busy months and paying 20 cents a day for their use, causing the owner loss and annoyance. I believe that inside of a year or two the increase of the per diem rate will compel the roads that do not own equipment to build cars and quit confiscating cars of other roads.

"The road that builds cars for the busy season should be protected during that season. I do not want to advocate a rate of \$1, provided that rate would be an incentive to the receiving road to transfer the commodity to its own cars. If the rate were 50 cents a day during the dull months and \$1 during the busy months I think that would be meeting the matter in a business man's light.

"The car shortage begins every year about the first of December and continues until February or March. In the winter switching is much slower on account of the cold chilling the lubrication in the boxes of the cars. In winter you have from seven in the morning until four in the afternoon of daylight to work by—nine hours—as against from four in the morning until seven-thirty or eight in the summer time. The work can be done quicker in the daytime than at night. With the use of hand lanterns the switchmen can handle only about fifty per cent as many cars as they do in the daytime. The yardmaster, the trainmaster and the chief dispatcher must watch the divisions in the winter time and if a train is starting from one end of a division and it is snowing at the other end, the load must be lightened proportionately. Consequently engines will haul twenty-five per cent less in winter than in summer. That will account in a measure for the congestion during the winter months. The question of car shortage involves the proposition that more distant markets are being sought and more cars are required for long hauls. I believe that if John Smith wants a car of coal at North avenue it should be billed there. That would save from \$2 to \$5 expense in switching, besides a lot of time, and that, I think, is one of the principal hindrances the railroads meet with. The railroads have the power to change the rules in this respect at some points; at others they have not. The state railroad commissions, some of them, say you must afford certain privileges. Custom also interferes. If one railroad undertook to revise the practice it would have no business during the dull season and would have a car shortage just the same during the busy season. I think if the railroads were to cease affording extraordinary privileges to the shipping public there would be no car shortage and no congestion at terminals.

#### Reciprocal Demurrage.

The question of reciprocal demurrage has been brought up, but that will not accomplish anything. The railroads are just as anxious to get cars in service and make money as the consignee is to get the car, and a penalty put upon anyone who is doing his best is a vicious penalty. No rule that can be manipulated is a good rule to put in the hands of promiscuous people, and this rule could be manipulated in such a way as to amount to a rebate. Under the car service instructions and rules a man who permits a consignee to carry cars overtime without paying demurrage is actually stealing and breaking the rules. The solution seems to me to be an increase in the per diem rate, and I think this would be a wise move."

The witness concluded his testimony with the argument that if a railroad does not wish to build cars to take care of its business a penalty for not providing equipment would not help the situation. He stated that the present difficulties were in a large measure attributable to the fact that shippers take unfair advantage of the railroad companies' rules, and also stated that the excessive amount of free time on some classes of shipments has much to do in tying up cars at terminals. He stated that he believed as far as a solution was concerned that it is up to someone to tell the railroads that they must provide equipment; that one railroad cannot do it alone, and that the railroads will not get together and agree on this proposition.

Mr. Daly volunteered some information regarding the car situation and suggested that the best apparent remedy for car shortage conditions is a damage suit against the railroad in each individual case, which brings each instance up on its merits and works no hardship on either side.



He also advocated a higher rental for cars, stating that the roads which are suffering with congestion of traffic are usually those which have the largest number of foreign cars on their lines.

Upon the conclusion of Mr. Daly's testimony several shippers present requested permission to ask him some questions, and he was interrogated particularly with regard to the inability of the railroads to get together and agree on the equipment proposition, it being urged that they have been thoroughly successful in agreeing upon car service rules in Chicago and elsewhere throughout the country, and that if they can agree on car service rules covering the car after the freight is hauled they should be able to agree to rules covering the car before the charge is earned. He stated that the car service associations were merely a medium for assisting the railroads in handling and expediting traffic; that they had been in existence for many years and occupied a sphere widely different from that covered in such an agreement as the one suggested.

#### Conditions on Western Lines.

Following this witness Julius Kruttschnitt took the stand and testified substantially as follows:

"I am director of maintenance and operation of the Union Pacific and Southern Pacific railroads, including the Oregon Short Line and the Oregon Railroad & Navigation Co. Under conditions which have existed this year there has been for the last few months a shortage of equipment. The conditions I refer to are those of abnormal and unusual activity in all lines of business as shown, for example, by an increase of \$500,000,000 in farm products of the country, indicating an increase in tonnage of the railroads which are called upon to carry this product. The increase in other lines is proportionately as great as the increase in agricultural products. Traffic of every description has increased about nine per cent and the increase in total capacity of the freight cars is about thirty per cent for 1907 over 1906, this including cars contracted for but not yet delivered. The traffic of 1906 increased over 1905 nine per cent. This is tonnage that actually moved. The only parts of our line where we have had extraordinary difficulty in moving tonnage has been in Oregon and Washington. The products that have suffered most there were lumber consigned to the middle west and grain. That was due almost entirely to the congestion resulting from the San Francisco fire. Oregon depends upon San Francisco for empties in which to ship freight out of Oregon. As a result of the San Francisco disaster we had an aggravated blockage, lasting from about the date of that occurrence until October first, tying up 6,600 cars, or nearly ten per cent of the equipment of our road. The facilities for handling freight at San Francisco were wiped out of existence in thirty-six hours and could not be reproduced for several months. The company had to be exceptionally lenient with California shippers as a result of conditions out there for a time. There has been considerable trouble at Galveston, New Orleans and large sea ports. A month ago I had a report from Galveston showing 1,200 to 1,500 cars awaiting ships at that point. Galveston is always troubled with congestion during the crop season. In trying to find relief for Galveston you will have to answer the same question for every sea port in the United States. It is hard to see how any relief can be had if the crops must be harvested and shipped direct from the harvest field to the sea port. The methods of harvesting are being improved all the time, and the time in which the crops are moved is being reduced, consequently the concentration of traffic is increasing and the only apparent relief would be to have warehouses at the sea ports in which the crops could be stored. Our company built terminals at Galveston several years ago that we felt would be good for twenty-five years, and I believe that our terminal facilities are ample. We have dockage at our wharves for ten large ocean steamers at one time. Our tracks run right on the wharves and we have every appliance for handling the freight quickly. Our own steamers, which average 6,000 tons burden, come in, unload, load and sail in about thirty-six to forty-eight hours. If we had had the cars which were tied up by this congestion at San Francisco it probably would not have been short. If we had had 2,000 to 2,500 cars, delivery of which was promised by the first of August and delivery of which has just been completed, I do not think we would have had a particle of trouble.

We have ample motive power. Since the cleaning up of the San Francisco situation, feeling that these people have had a very hard time, we have been putting empties in Oregon rapidly and the situation there is improving. The lumbermen there are still suffering to a certain extent, but I think we will be up with the business offered us there in a couple of weeks. There has been a protracted strike on the part of the employees of the coastwise steamers, which carry great quantities of lumber and all of that stuff was offered to the railroads. We should have been glad to take it but for the lack of equipment.

"The average movement of cars is between twenty-five and thirty miles a day. That is due to the fact that the car is in motion only about ten per cent of the time, or one day in ten. Most of the time is lost at destination and little of it at point of origin. The conditions which bring this about are principally the concentration of shipments. The public expects the roads to do too much business in a limited time. By providing warehouses and affording facilities at the farm, saw mill, etc., this could be avoided. The modern saw mill turning out from 200,000 to 250,000 feet a day expects a supply of cars such that the lumber can go from the saw direct to the cars, and it becomes more and more difficult to provide equipment as desired under the modern systems of manufacture. If the material were warehoused and the shipments spread out it would afford great relief, for, when the shipments of the mill are added to the crop shipments it causes much embarrassment for the railroads. The movement of cars can be improved by decreasing the delay at terminal points and equalizing the inflow of traffic. We have little trouble in holding cars for loads; the principal trouble is in getting the cars unloaded at destination. Everybody loading at the same time produces unavoidable congestion at terminal points. We have more or less trouble on account of our cars being used for warehousing.

#### A Difficult Problem.

"With regard to reciprocal demurrage I say that before attempting a solution of that problem we ought to have it very clearly stated as to what the requirements on the railroads will be. Supposing that a railroad has its termini at A and B, must it furnish cars for points farther distant than A and B anywhere in the United States, Canada and Mexico? If the railroad is expected to furnish equipment in unlimited quantities under penalties to go to any point in the United States or Canada, I do not know of any commission or body of railroad men who could possibly decide how much equipment might be needed, and under such circumstances the railroad would have to protect itself by confining its traffic to its own termini, otherwise how shall we know how many cars we shall require? This is one of the difficult problems the railroads have to meet. It has been suggested that we pool our cars, and a pool might help in some instances. I have talked with a great many general managers and operating officers to get their suggestions and I have not yet found a solution. Take the Pennsylvania lines, the New York Central and our system, and the equipment is handled through a sort of clearing house arrangement. The cars must not be returned when empty except when necessary and they must be prepared, if possible, where found. In this way the cars are made a common fund and their efficiency is much increased. But where you try to take in the entire United States it becomes a very serious matter.

Daniel Willard, vice-president of the Chicago, Burlington & Quincy railroad, and in charge of operation and maintenance over the entire system, was then called to the witness stand. It was generally to the effect that there was some car shortage on the Burlington in southern Iowa, but to the extent of not over twenty-five per cent, meaning that when a man asked for twenty cars he would get fifteen. In Wyoming and the far west there was no shortage at all. There was no shortage of motive power, although admittedly no surplus. Daily reports, however, taken over the entire system at 5:30 each morning, showing number of cars on hand and also the number moved the previous day, would show in the aggregate twice as many

moved as were on hand, thus indicating no congestion of loaded cars. The company had ordered 5,000 cars during the year, of which 2,000 had not yet been received, although the delivery time on these would have rendered them available for this fall's business had it been found possible for the car companies to fill their contracts promptly.

#### Sidney P. Hostler's Testimony.

One of the witnesses Thursday evening was Sidney P. Hostler, of the Hostler Coal & Coke Company, of Chicago. Mr. Hostler testified to extreme conditions of car shortage in his coal business, which during November had embraced business done with twenty-two mining districts in eight different states on thirty-two grades of coal. Mr. Hostler went into considerable detail regarding the difficulties of car shortage, which it probably is unnecessary to give at length. Witness was asked by one of the commissioners regarding the reconsignment of privilege in the case of coal, which is allowed five days in Chicago for reconsignment. He replied that it was an absolute necessity in the coal business for the simple reason that it was next to impossible to order coal from the mines for delivery to a specific customer because its receipts could not be depended upon to meet that customer's needs. He instanced the case of a customer in Chicago who ordered a car of West Virginia coal, which was shipped to him direct from the mine, but which was over sixty days in coming. The customer meanwhile had to have coal, and secured a car elsewhere, and when the car in question came in he was compelled to refuse it because unable to take it in. In conducting a coal business in Chicago, therefore, the practice of reconsignment is a necessity and cars must, as a rule, be sold after their arrival because most coal consumers must have a fixed and steady supply and must have the coal at the time that they expect to receive it.

Witness also gave testimony regarding switching charge of 40 cents a ton for coal in Chicago, showing in the case of the Illinois Central that it practically operated to prohibit yards along that railroad from purchasing soft coal except from Illinois Central mines. He cited a case where a charge of 40 cents a ton for switching was made for the moving of a car about 300 feet by the Illinois Central, the car coming in over the Michigan Central, which uses the Illinois Central terminals. The witness filed a complaint with the state board, but the railroad company got after the coal dealer and the coal dealer came in and paid Mr. Hostler the \$16 in order to have the complaint recalled. About sixteen years ago the local switching charge was \$2 for any distance under fourteen miles. The Chicago, Milwaukee & St. Paul road made a switching charge of \$5 a car and the Chicago & Northwestern road retaliated with a switching charge of \$4.50 for all north side switching. Anthracite coal, said the witness, coming over the Michigan Central would be given free switching over the Illinois Central, but on soft coal 40 cents a ton would be charged, the reason being that no hard coal was mined on the Illinois Central. He stated also that coal produced forty per cent of the railroad tonnage of the United States and that on the Illinois Central and the Chicago & Eastern Illinois railroads it produces a larger percentage of their total freight tonnage than forty per cent. The witness also gave an instance where coal could be moved to Michigan across the lake and down from Wisconsin to Omaha, Neb., for 25 cents a ton cheaper than the freight rate via Chicago.

#### Another Coal Man's Opinion.

Albert G. Berry, of the Berry Coal & Coke Co., who testified before the commission, gave the following as his review of the hearing:

"I was very much interested in the recent hearing before the Interstate Commerce Commission, especially because the railroads had recently been laying many of their present troubles to the commission, and while the railroad had not attributed all of the car shortage to the commission nor all the delays in transportation, the bunching of cars and the failure to switch cars to them. Yet they had claimed that the commission was entirely to blame for the confusion of rates, the largely increased claims for overcharges and the general congestion of cars at the large shipping centers. So, I expected the railroad officials would unload



their troubles onto the commission, unbosom their grief and cares, but they didn't. They simply did not offer or show any excuse or cause for the present condition except in so far as they showed and admitted their total inability to take care of the business offered them and provide the equipment to handle the tonnage which the stations along the line offered them for transportation to market.

"The only excuse made regarding the lumber trade was made by Mr. Daly, of the Illinois Central railroad, who said that the road, being a large producing road, had to furnish a great many more cars for points off their own line of late years than formerly, because lumber is now transported to much more distant markets and that the present rate per day for the use of cars by connecting lines was so low that railroads preferred to pay the present daily charge to transferring the lumber into their own cars and suggested that the daily rate be raised so as to force the transferring of loaded cars by connecting lines, or at least the prompt return of car to the road owning the car.

"The railroads had to admit that they had not increased their available rolling stock in proportion to their increased tonnage.

"On the side of the shippers the examination showed that there was, and had been for months in all lines of business, a great deal of delay in securing cars, especially for the shipment of lumber, coal, grain and other raw products.

"One of the sorrows complained of by the railroads was that the coal shippers and others used their cars largely for warehouses. This was an old grief and the railroad officials had sniffled and blubbered a good deal about this injustice. But a little probing checked their sorrow when the attention of the commission was called to the fact that this using of coal cars by the shippers of coal was a voluntary use and actually encouraged by the railroads to induce shippers to send their coal in these large centers. For instance, the railroads have been allowing six and even seven days' free time on coal at Chicago before disposition had to be made. This encouraged brokers and mine owners to make large shipments of coal to Chicago thinking they would find a market for the coal when it arrived.

"The railroad virtually saying to the shipper: 'You ship your coal to Chicago and we will give you an opportunity to use our cars for warehouses, not only during the time you are loading and the time in transit, but six or seven days after they get it to Chicago.' Then their car accountants rise up and advise that the cars have been held so long by the shipper that they are unable to furnish a coal car for the lumber trade and the traffic manager and the entire retinue down through the general freight agents and their various assistants, the commercial agents, and down to that fulsome car service autocrat who writes you those tender letters in which he says that after full investigation he finds the railroad is not in any way to blame for the detention of the car and regrets that he cannot refund you any part of the car service. Every one will tell you that the only thing to do is to assess the coal shipper more for using their commerce for warehouses; this would solve the whole problem—so they say.

#### Lack of Storage Room.

"The railroads also continually complain bitterly because the manufacturer and the coal men do not provide more storage room for coal. In answer to this I would say, because the railroads by allowing the long free time at these centers furnish the warehouse facilities themselves. The facts of the case are that there has never been a week in the last two years when coal could not be purchased in Chicago of some dealer within a few cents of the actual cost of mining and the freight added and many large users of coal do not contract for coal because they know that ten months out of the year they can buy coal on the open market in Chicago lower than they can contract for the coal by the year, because there is always coal up to demurrage in Chicago that must be sold.

"The present system of free time and demurrage has been formulated by the railroads for the benefit of their own interests and is a means of saving them enormous amounts of money every year. The natural result of the present plan of handling coal has been the abolishing of many storage yards and a great reduction in the storage capacity of the city, so that now it is the worst

in the United States. Consequently great quantities of coal which are now shipped in and do not find an immediate buyer are purchased by the railroads at their own price when up to demurrage for the reason that there is no place to store and a few days' demurrage means a loss on the coal. In this way the carriers are enabled to buy much coal that they would have to pay market price for at prices amounting practically to the freight charges, and this explains why they are unwilling, as a matter of fact, to cut down the free time on coal. It has been shown that the Car Service Association does not pay expenses, which is ample proof that comparatively few cars are held longer than the time allowed by the carriers.

"There was not a particle of evidence brought out showing that cars were not promptly unloaded by the grain men when cars reached their elevators and by lumber men and coal men when cars reached their yards.

"In fact, the grain men were able to show that they seldom consumed the free time afforded them for unloading grain at their elevators and that over ninety per cent was unloaded in twenty-four hours, but that the delay was in getting cars switched to their elevators; in fact, the congestion of cars at these large centers was in a considerable measure responsible for the delay and handling of grain which had resulted in a large loss to the shipper and is a very serious question, requiring on the part of the railroads additional switching facilities and increased motive power.

"The only hopes for the future were in the fact that there were large orders with car manufacturers for cars that they had not been delivered and that these cars would be received shortly, and the suggestion of the railroads that they agree among themselves to pay a larger daily charge for the use of the car.

"The commission, however, is taking hold of the matter vigorously and when it gets the evidence together will no doubt require the railroads to add materially to their terminal facilities and provide a certain amount of tonnage carrying equipment and a certain amount of motive power to each mile of main track, and the dealers and shippers will no doubt insist that reciprocal demurrage be instituted through their different state legislatures, if not within the power of the Interstate Commerce Commission."

MILWAUKEE, Dec. 20, 1906.

To the Editor Black Diamond, Chicago, Ill.

Dear Sir:—Knowing of course that you would be interested in the following figures we take pleasure in sending them to you for publication in the next issue of your valuable paper:

Tons anthracite, November and December.....	132,645
Tons bituminous, November and December.....	319,065
Tons anthracite, season.....	745,236
Tons bituminous, season.....	2,557,661

Grand total .....	3,302,897
Tons anthracite, Nov. and Dec., 1905.....	166,633
Tons bituminous, Nov. and Dec., 1905.....	202,217
Tons anthracite, Nov. and Dec., 1904.....	210,350
Tons bituminous, Nov. and Dec., 1904.....	405,272
Tons anthracite, Nov. and Dec., 1903.....	75,744
Tons bituminous, Nov. and Dec., 1903.....	96,106
Tons anthracite, season 1905.....	800,933
Tons bituminous, season 1905.....	2,018,908

Grand total .....	2,819,841
Tons anthracite, season 1904.....	864,655
Tons bituminous, season 1904.....	1,847,679

Grand total .....	2,712,334
Tons anthracite, season 1903.....	959,186
Tons bituminous, season 1903.....	1,675,048

Grand total .....	2,634,234
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Yours truly, W. H. SIMPSON,  
Superintendent.

Northwestern Fuel Co., Seventeenth and N. Canal streets.

As a result of wholesale thefts of coal at Fort Dodge, Iowa, from cars of the Illinois Central railway, sixteen employees of the road are slated for discharge as soon as Detective Deneen's report can be acted upon in headquarters. The detective discovered an enormous quantity of coal stolen from the company's yards since the cold weather began and that the bins of the employees were filled to the top. The Illinois Central could not show where they had purchased the coal and the guilt was established without a doubt.

## Baltimore Shipping Trade

BALTIMORE, Md., Dec. 27.—(Special Correspondence.)—Christmas has come and gone, the New Year is almost here, and the trade is both looking back and looking forward, as well as paying attention to the problems of the present. As a matter of fact, the problems of the present are of such a nature that there is little chance for congratulation for a year that has been at least fairly prosperous, or for serious attempts to see into the future.

The most complicated situation that the trade has ever experienced now confronts it in the matter of car supply, or rather the lack of car supply. During the past week whole sections went for days practically without cars. In Pennsylvania, in West Virginia and in Maryland there have been many mines closed down for days at a time, and all because there were no cars. Of course, the holiday period coming on top of this only complicated matters by further restricting the deliveries at distributing points. Some contract work is already behind, and there is but poor prospect for improvement. Real cold weather has set in with Christmas, and if a few heavy snow storms are delivered in this section in the near future the trade will witness some unprecedented scenes.

All of the railroads are restricting their car service in the matter of shipments beyond their own lines, this in an endeavor to collect their scattered equipment. The Baltimore & Ohio, for instance, refused for several days to allow cars to go even on the Central of New Jersey system.

Then there is another feature hitting the trade hard, and that is the inability to move vessels promptly. Because coal can not be gotten through as desired to complete cargoes, many boats have been forced to remain at the piers for days, while others have remained in stream anxiously awaiting a chance to berth. The strenuous nature of the situation can be realized when it is stated that one shipper received an order for an ocean tramp steamer for 500 tons of bunker coal, but the order could not be made good, as the vessels would have been forced to remain in port a week to get a berth at a coal pier.

In another case a vessel which was expected to load on the fifteenth of December could not discharge her cargo of ties because of lack of cars to take them, and was not delivered to the coal shipper until December twenty-third. Now she must wait until about the end of the present week before she can get off with her coal cargo.

Prices have been stiffening, especially on tide-water coal, which has responded more rapidly than line business to the state of the trade. Best grade bituminous is around \$1.85, small vein Cumberland may be quoted at about \$1.60, Pennsylvania steam coals from \$1.30 to \$1.40 and gas coals around \$1.40.

#### Anthracite Situation.

There has been considerable increase in the orders placed with the anthracite dealers. The cold wave has at last awakened many to the fact that cellars need replenishing, while the stories in the newspapers of car shortage and coal famines has sounded a note of warning. While the lack of cars has prevented many from filling in their stored stock as fast as depleted, still there is enough coal here to tide consumers over for a considerable period without any famine talk, even in the event of a very severe winter.

The Coal & Coke railroad has ordered 300 new steel cars from the South Baltimore Steel Car & Foundry Works. The order represents about a half million dollars, and was placed by ex-Senator Davis, who owns the railroad. It is hoped to deliver the first of the cars some time in February. The cars are to be of 100,000-pound capacity.

A meeting attended in Norfolk by the general superintendent of the Baltimore & Ohio railroad, and by officials of a number of other eastern roads, is attracting attention here. The question considered was the tidewater demurrage on coal, but no definite decision is said to have been reached as yet as to a uniform demurrage rule, which was the aim of the gathering.



## Leading Coal Markets of the East.

OFFICE OF THE BLACK DIAMOND,  
NEW YORK, Dec. 27, 1906.

The hard coal market is unusually active and the demand for all grades is quite strong. A spell of cold weather prevailing since the end of last week has given an impetus to trade that has developed more orders than can be taken care of, this affecting all sizes alike, though the greater shortage is still on chestnut and stove. The steam grades are in strong demand and stocks where accumulated are melting away rapidly. The prices on them are firm and inclined to show an advance to certain local points, as it is feared a shortage may occur on the buckwheat sizes before long. There has already been difficulty in the handling of these grades by the freezing in the cars, often becoming so hard as to almost require their remining. This, of course, has a tendency to delay in the movement upon it, as also to curtail the production of this size at the mines. Any continued cold affects these grades materially. Pea coal becomes more short as the season advances and both the hard and free burning varieties are generally being cleaned up. The requirements seem to be alike in its urgency from all the consuming localities, though shipments are governed by the transportation upon it as to the locality of its destination. Cars are short and badly congested at connecting points owing to receiving lines not having the facilities to move it, due to the excess traffic upon them. This keeps the cars short at the mines and by returning irregularly, restricts the output to some extent. The harbor trade is very active and prices on all coals strong. The movement of tonnage for the better part of last week was retarded by bad weather and fogs not permitting boats to leave their berths. This also detained vessels in the east from returning and in consequence are short at the loading ports.

### All-Rail Trade Held Up.

The feature of the all-rail trade to points off the contributing roads, which has been embarrassed for some time is at the moment a serious question. Routing via Albany and other junction points for the north and eastern territory, as also to New England, is practically shut off. The Boston & Albany railroad, one of the larger distributors of coal to those districts, practically admits its inability to handle the business reaching it at West Albany. The claim is made by its management in response to shippers sending coal over this route to relieve urgent trade, that it is impossible for them to move it on account of the heavy traffic crowding

them, stating that they should be moving one thousand cars a day to handle it, but the pressure of other freight from day to day puts them out of regular order. This is blocking things badly on account of the uncertain movement at connecting points and it has become a question of how it can be remedied. Shipments to this trade have been delayed more or less on most roads all season, owing to a lack of available cars. But now that shipments could be made to help out the pressing needs it seems almost impossible to get the coal through. It is said that premiums are being offered for individual coals where they can be had, but this can give little relief at present.

Trade in the east is active and more new orders are coming forward than can be shipped while deliveries on old business are still being urged. There seems to be no let-up in the demand and with the slow arrival of cargoes during the week delayed by fogs and weather and twenty-five cents a ton premium, it is reported, was offered for the domestic sizes. On account of the great difficulty that barges have had in making trips from Philadelphia recently and increasing the cost it is understood the Philadelphia & Reading Co.'s barge rates have been increased to ninety cents. Sound trade is calling for more coal than it is receiving, though shipments arriving at the discharging ports are receiving better despatch in unloading.

In New York harbor there is a good demand for coal from all quarters. Dealers are often pushed very close to get the necessary steam grades to supply this fast growing trade. Delays of shipment from the mines and in unloading at tidewater when frozen, to fogs, being the reason for it. These sizes are gaining strength daily and with continued cold weather are likely to become very short. Already some of these grades are out of the market, such as No. 2, while pea coal is short. Prices may later be advanced.

### Bituminous Trade Strong.

The Atlantic seaboard soft coal trade continues very active, and it is thought the stocks of coal arriving are a little scarcer than they were last week. We also hear of some premiums being paid in the east for spot cargoes, though the general prices do not seem to advance very much, which is rather a healthy sign. The prices we hear quoted are about \$2.85 f. o. b. New York harbor shipping ports for the better grades of steam coal, with the specialties running up from \$3.00.

Car supply is still the question that is bother-

ing the shippers the most, and the fogs and bad weather last week have delayed coal coming into tide to some extent, causing embargoes to be placed on shippers who have been unable to move the coal from the piers.

Labor at those mines in West Virginia that are curtailed in product by car supply very much is being handicapped a great deal by the short supply of men, who are compelled to go elsewhere to make a living.

There is a little export trade being done, with demands good and vessels scarce. Freight rates on this business are high. The expected improvement in the matter of car supply is not yet apparent, with the holidays on and cold weather also affecting transportation. It is, however, merely a repetition of former conditions that have prevailed in weeks past, and which will not likely be bettered for several weeks to come.

### Trade in East Active.

Trade in the far east is active and calling for considerable coal. We understand that premiums have been offered for spot coal of the standard grades. Both vessels and coal are scarce at this time, and delays in transportation in the east have not helped the vessel situation.

Trade along the sound is also quite active, and developing a large tonnage. The transportation feature is improving this week over last, in that the New Haven railroad company seems to be discharging coal more promptly at all of its unloading ports, and accordingly vessel tonnage is able to get back to the shipping ports in better time. Shipments have not been up to the requirements of this market, and orders have been greatly delayed.

The New York harbor market is very strong, and absorbing all the coal as soon as it arrives. There is but little coal at tidewater for current consumption. Shipping in the harbor has been greatly delayed by the fogs for four or five days of last week, it having been almost impossible to move the coal forward.

Transportation from mines to tide is variable, though it shows a slight improvement over what has prevailed in the last two or three weeks. Car supply remains about what has been prevalent, some main line roads giving from ten to twenty-five per cent of the demands for cars, and others ranging up to fifty and sixty per cent.

In the coastwise vessel market vessels are scarce and in demand. Philadelphia quotes on large sized vessels, \$1.00 and discharge to Boston, Salem and Portland, and 85c to the sound with few vessels to be had, and there is some question as to whether an advance in freights in the near future will not prevail.

## Market News from Buffalo and Great Lakes.

BUFFALO, N. Y., Dec. 27.—(Special Correspondence.)—There is a continued active demand for anthracite and agents are filling orders as rapidly as the shortage of available rolling stock will admit; but there is considerable complaint among dealers because of the unavoidable delay to which they are forced to submit. Perhaps were the requirements more equally distributed among the various sizes, there would be less difficulty encountered in filling orders, for while some of the coarser sizes are in comparatively ample supply, chestnut was never in such demand and pea is almost impossible to secure in sufficient quantity to meet the requirements of a most variable trade. There are instances where dealers are forced to refuse orders for the small domestic sizes, for they prefer rather to admit that they can not furnish the goods asked, than

to book orders which must in the end be evaded, to the disappointment and inconvenience of the dealer.

Weather conditions for the past week have been of a character to increase rather than diminish the demand, and with the holiday season well under way and many of the mines practically idle, the condition becomes more and more discouraging. There is evidence that before the miners get really settled down to work after the mid-winter vacation, stocks will be pretty well cleaned up, even if there is no actual famine.

Local retail markets were never in a more active or more healthy condition than at present, and the home dealers are free from the handicap under which their brethren of the country are laboring. There is never a short supply in Buffalo, if coal is to be obtained anywhere. This

is the great distributing point and the home trade is always cared for.

There is no change in the bituminous market except that there appears to be a trifle better supply of cars for quick shipment. Coming just at this time, it is scarcely just to say that this fact may be counted a blessing. Saturday last was pay day in the bituminous districts, and little if any work is being accomplished this week. The output between Christmas and New Year's is always very small and the amount anticipated this season is even smaller than usual, pay day giving the miners an excuse for idleness. There will be practically nothing doing until the money is spent, and in many cases this will extend the time of idleness into the new year. The heavy demand during the entire fall, continuing into the present month, caused a reduction of all



stocks, and the result is that the mine operators find themselves in the present period of inaction, poorly prepared for the emergency of idle mines.

There is every indication that there will be an unprecedented demand for coal during the first three months of 1907 as there are many concerns that only contract for the calendar year and these consumers are now in the market for next year's requirements.

This is especially noticeable in the east, where the custom of contracting early in the year prevails to a much greater extent than in this immediate section. One good snow storm, blocking the railroads, as all such storms do on the coal lines, would make conditions somewhat strained, as the mines tributary to Buffalo are only able to provide enough coal to meet present requirements, and no stocks are reported ahead by any of the roads.

The demand for slack coal exceeds the supply and all Allegheny River coal commands a price of No. 1 at the mines, which brings this grade of fuel almost up to the market quotations of mine-run.

Clark T. Roberts, representing the firm of E. L. Hedstrom & Co., of Chicago, is spending the holidays with relatives in Buffalo.

An incident of great importance to Buffalo was the purchase this week by the Lackawanna Steel Co. of the \$7,000,000 coal properties of the J. W. Ellsworth Co. of Pennsylvania. This sale means a great deal to the business interests of the community, because it increases the resources and facilities of the largest manufacturing plant in western New York. All the lands, coal mines, railroads and other operating facilities of the Ellsworth company will be turned over to the Buffalo concern at the earliest possible date.

About 2,000 tons of coal a day are consumed by the Lackawanna company, but business of late has been increasing at a remarkable rate, demanding the provision of a dependable supply to meet the future requirements of the great mills. It is expected that within a few months coal will be arriving in Buffalo by the train load direct from the company's new properties. With the acquisition of the Ellsworth properties, the Lackawanna company will be practically independent of all combinations.

Coal lands changing ownership through the recent deal are changing in Washington county, and are among the best in the United States. The operating facilities and equipment are of modern character of the most approved design. Railroads penetrate the property, which has for several years been producing large quantities of bituminous coal of superior quality. The tract comprises sixteen thousand acres. Much of the coal is especially adapted to coking purposes, which is especially necessary in the operating stock of the Lackawanna company.

Two new railroads, the Pittsburg, McKeesport & Wheeling and the Baltimore & Ohio Short Line, intersect the property. Within the past few years the Ellsworths have spent vast sums on improvements of their holdings, much of the work consisting of railroad facilities, built to connect the property with the two roads mentioned above.

Buffalo's importance as a coal shipping point will be greatly advanced during the next five years, if all reports of the location of new steel and iron industries are to be believed. It is already known that at least two large plants which will be heavy consumers of coal are to be started here early in the new year. It is understood that the purpose of the new belt line about the city starting at a point just south of the Lackawanna plant and after circling the city, reaching the river again at Black Rock, is to provide a means of direct communication for one of these new steel plants with the mining region.

The Huntingdon & Broad Top Mountain Railroad & Coal Co. make the following statement for the week ending December fifteenth, 1906, and previously during the year:

	Broad Top.	Cumber- land.	Total.
Week ending Dec. 15, 1906..	23,440	22,217	45,658
Corresponding week, 1905..	24,191	28,349	52,540
Total for 1906.....	788,830	1,062,740	1,851,570
Corresponding period, 1905..	722,935	981,533	1,704,469
Total for week.....			45,658
Decrease for week.....			6,882
Total amount shipped to date.....			1,851,570
Increase to date.....			147,100

## The Philadelphia Coal Trade.

PHILADELPHIA, PA., Dec. 27.—(*Special Correspondence*.)—The anthracite coal trade is extremely active and the demand exceeds the shipments made upon it. The special red ash coals are in such great demand that it is impossible to fill more than half of the orders received. The favor with which these coals are regarded in the consuming trade, regardless that it costs sixty cents more than the white ash coals, has grown to an extent where it exceeds the capacity of the mines producing this grade. Of the free-burning coals, chestnut size seems to be the most desired and is short of present requirements. Stove also continues to be strong, while the upper Lehigh coals are not sufficient to fill all the orders being placed, though, with some delay, most of the business is provided for in time to keep the trade supplied. The car question is still a feature in limiting the output at the mines, being probably more due to the irregularity of their arrival at the mines, causing delays in loading, rather than a shortage in service, as cars that have been off on foreign roads are gradually getting back to companies' lines.

There is a steady demand for coal from this territory, and the amount of business sent in is taxing some shippers in getting the coal forward. Water transportation has been greatly retarded by the bad weather and fogs, tying up all craft in the harbors for days at a time. These conditions are at the moment somewhat improved, but vessels at the loading ports are scarce, and freights advanced. This has caused a delay on some deliveries and thus accentuated the activity more than what it was previously. While stove and chestnut are still comparatively the short sizes most called for, the better movement of coal now likely to go forward should relieve the situation shortly.

The city and local line trade is very active and dealers report that a large business is being done. A shortage of pea coal is said to be short with some of the trade where large quantities of it is handled. Prices on this size are firm and on buckwheat the price has advanced to certain localities. Figures on the domestic sizes remain at \$6.75 a gross ton. The demand for the fine grades of anthracite for steam purposes shows a marked increase and calling for an amount that is rapidly reducing surplus stocks.

### Bituminous Trade Active.

Cold weather has induced more rush orders during the week, indicating that the needs are becoming more urgent. Supplies of coal in the hands of consumers are in instances quite short where shipment upon it has been hampered by a scarcity of cars. Prices, too, are firmer, and in cases are slightly higher. For the steam grades \$1.35@1.50 is quoted f. o. b. cars at the mines, with the special coals demanding even more. This price shows an advance of from twenty-five to thirty-five cents over the figures that prevailed during the summer, and any interruptions to transportation would mean another increase. No one is receiving the number of cars needed to keep the mines going, and supply furnished ranges from forty to sixty per cent on some roads, while others fall down to twenty and thirty per cent of normal. The line trade is the largest buyer of coal at present and therefore feels the situation more keenly than tide points. But the bad weather at tidewater ports has made shipment slow to them, owing to the shortage of vessels. This has in cases curtailed delivery on contracts, making needs pressing. Vessel freights from here are \$1.00 to around the cape and 85c to sound ports.

## The New England Trade.

BOSTON, MASS., Dec. 30.—(*Special Correspondence*.)—There is a good demand for anthracite coal in this market, both at retail and wholesale. Consumers are keeping their stocks well replenished and enough orders are being sent in to keep dealers quite busy. The arrival of cargoes have been more frequent since the first of the week, by a change for better weather conditions, permitting more coal to go forward. This is expected to relieve any stringency that may have existed in trade and will insure a more steady supply of coal. Prices are firm at circular quotations on all products. The retail prices are for furnace, \$6.50; egg, \$6.75; stove and chestnut, \$7.00; pea, \$5.25; Lehigh furnace, \$6.75; Lehigh egg, \$7.00; Shamokin, \$7.25; Franklin, \$8.25. While the companies' prices for the white ash free-burning coals f. o. b. New York harbor are: Broken, \$4.75; egg, stove and chestnut, \$5.00; pea, \$3.00.

Conditions in the trade along the sound are improved over last week. The slow movement of coal at the discharging ports, then apparent, has been remedied by the New Haven railroad. More cars are being supplied shippers and better dispatch is also given in unloading vessels, which is quite a relief from past experiences and permits the necessary coal to be sent to needy inland points. Vessels, however, are still short of what is required to get the tonnage shipped and freight rates are consequently high. From New York to Fall River, New Bedford and Providence the rate is from 70c to 80c, and the nearerby sound ports about 5c to 10c less. This is about twice the cost that obtains in ordinary times, but vessels at the moment are hard to get, putting the trade at a disadvantage.

### All-Rail Trade Good.

The all-rail trade is active and there is probably a little more coal being sent to it from Harlem river and Poughkeepsie bridge routes, this only affecting the trade in lower sections of New England, though the wants, even here, are not yet filled. The difficulty in giving the further north points, usually supplied via the Albany

routes, more coal, is due to congestion of traffic on the local distributing roads. This is so acute that they are unable to accept the coal on arrival at junction points, causing blockades on the cars loaded west of Albany.

### Soft Coal Trade Good.

The bituminous coal market continues strong. Prices for New River or Pocahontas coal f. o. b. Mystic wharf are quoted up to \$4.50, and it is said that \$5.00 was bid for a cargo alongside by an anxious buyer, but was refused by the owner, for the reason that he was in need of all the coal that he could secure to furnish on his contracts. The supplies of coal at the loading ports are reported as being very light, due largely to the holidays, and will bear out the high price quoted. Shortage of labor over Christmas vacations, with no improvement in the car supply, is causing the restricted shipment. That no change from these conditions for a better supply can occur much before the middle of January is generally appreciated by the buyer. The number of cars standing at Newport News on individual days fall below two hundred, as against over two thousand on occasions last summer. This tells the story, and therefore those who did not put in a full supply early in the fall or summer are now anxious as to getting current supplies. Fortunately, transportation by all-rail shipment keeps good and some relief may be given from source. Prices are ruling at about \$1.50 at the mines; Hampton Roads, \$2.75 is the quotation, and for Georges Creek at Philadelphia, \$2.85, and 15c higher for free coal. Vessels are \$1.00 to \$1.05.

At a recent meeting of the directors of the Lehigh Coal & Navigation Co., Philadelphia, Pa., President Lewis A. Riley announced his intention of resigning his position. He will make way for W. A. Lathrop, who was elected a manager to fill the vacancy caused by the resignation of Francis R. Cope.



# Eastern General and Personal Notes.

The Northern Coal & Iron Co. has purchased a valuable tract of coal land near Wilkesbarre, Pa. The land consists of forty-three acres and was purchased for \$43,000.

The Lehigh Coal & Navigation Co. has plans under way to expend \$250,000 to improve its river front property between Dyott street and Champs' shipyard, Philadelphia. Work has already been started on a large coal storage plant.

The new tippie of the Waltersburg Coke Co., formerly the O'Connell Coke Co., Connellsville, Pa., has been completed and electric haulage has been installed in the mine. The company has now sixty ovens in blast and expects to have 150 fired by the early part of January.

Surveys are being made by the Lehigh Valley railroad for a low grade line from Hazleton to White Haven, a distance of twenty miles. The road will build a double track between these two points for the purpose of shipping the coal from its Hazleton and Schuylkill branches to western points by a shorter route.

The H. C. Frick Coke Works at Larimer, Pa., which have been idle for the past nine years, are to resume operations about the first of January. There are 175 coke ovens at the works and it is thought that the total output will be about thirty cars a day. Over 150 men will be employed with a pay roll of about five thousand dollars.

The State Railroad commission of New York a few days ago gave permission to the Buffalo, Lake Erie & Niagara Railroad Co. to construct a freight belt line around Buffalo and along the Niagara frontier, thirty-seven miles. This application was opposed by most of the trunk lines entering Buffalo and also by the Frontier Terminal Railway Co., which desired a certificate for the same route.

In the investigation by the Interstate Commerce commission at St. Louis into the general shortage of freight cars, A. B. Starr, general superintendent of freight traffic of Pennsylvania lines west of Pittsburgh, said that the producing capacity of the car factories of the United States is about 180,000 cars a year, whereas, to keep up with the country's development the car plants should be able to build at least 270,000 cars a year.

Permits to build two railroads which will complete a coal line from Pennsylvania to New England have been granted by the state railroad commissioners of New York to a syndicate of interests headed by F. F. Seering. One of the roads, the Schenectady & Margaretville, is to be ninety miles in length, connecting with the New York Central at Scotia. The other road is the Hancock & East Branch and will almost parallel the line of the New York, Ontario & Western between the two points named.

The Delaware & Hudson Co. has acquired from C. W. Morse his entire interest in the debenture bonds and stock of the Hudson Valley Railway Co. As a result the terminal fight in Troy, N. Y., and the litigation regarding the issue of the bonds has been dropped. In addition the Morse interests in the Hudson river steamboat lines have entered into a traffic agreement with the Delaware & Hudson Co. by which freight and other traffic from the Hudson Valley railway district are trans-shipped at Albany and Troy at stipulated rates.

A new proceeding in the rebate discrimination suits against the Pennsylvania Railroad Co. was instituted in the United States Circuit court at Philadelphia last week by the Logan Coal Co. It is in the form of a petition for a writ of alternative mandamus to compel the corporation to make a pro rata distribution of coal cars. This action differs from other suits for discrimination pending. The petition as filed by ex-Judge Krebs of Clearfield county, counsel for the Logan Co., charges that under an order issued by the Pennsylvania railroad in January last relative to the distribution of coal cars the petitioners were unjustly discriminated against. Notwithstanding that they owned one hundred and fifty cars, which were operated by the Pennsylvania road, it is said

the recent order did not give them a pro rata share. No date has been fixed for argument of the petition.

The Lehigh Valley Railroad Co. directors declared on December nineteenth the regular semi-annual dividend of two per cent on the common stock and an extra dividend of one per cent. Predictions that the rate was to be increased had long been current. The regular semi-annual dividend of five per cent was declared on the preferred. The committee of directors appointed to consider the listing of the stock on the New York stock exchange reported to the board at this meeting that it did not see its way clear at this time to recommend the listing of the stock here.

The Commercial Coal Co., at 939 Garfield avenue, Jersey City, suffered a loss through fire a week ago by the burning of a barn and stable, with the loss of six horses. It was only through strenuous efforts of the fire department that the coal pocket and Jersey Central railroad trestle, which adjoined the other property, was not destroyed. The owners of the property, O'Connor Bros., who are both connected with the trade in New York; Charles L., being for many years with Tracy Bros.; Joseph P., with the Empire Coal Co. They bought the plant several years ago and had developed a considerable business, feeling the loss by fire more keenly just at this time, when trade is active. But with the plant saved they have restored their other facilities and are able to take good care of all the business.

A preliminary trial of the British marine trolley system for coaling ships at sea, officially known as the Mackrow-Cameron express transporter, was made on December nineteenth off Cape Henry, near Hampton Roads. The apparatus on board the collier Abarenda was in actual operation for about fifteen minutes and in that time it delivered about seven tons of coal in two hundred pound bags on the fore-castle deck of the battleship Iowa. Several bags were lost overboard in transit by the pitching of the ship and the sudden tauting of the conveyor. There were many derangements of the machinery. W. P. Clauson, agent for the Thomas Iron Works, who built the conveyor system, said there would be no more trials, as the machine did not come up to expectations. It was considered too dangerous to use in a head sea.

The Lehigh Coal & Navigation Co. is executing plans that will cost when completed approximately \$250,000. The purpose of this expenditure is to increase its business in Philadelphia by enlarging its facilities and to put into service more canal boats. At Cramps' shipyard, on the Delaware river front, a modern coal plant is being erected for a capacity to carry 200,000 tons. The machinery to be installed will be of modern type to handle the coal from the boats to the storage bins, of which there will be seven of four hundred tons each, for local and other deliveries. Two trestles four hundred and fifty feet long will also be provided for in the storage yard, and piers 75 and 76 rebuilt to reach Port Warden's line, making them five hundred feet long and one hundred and ten feet wide. With this greatly increased capacity for storage the company will be enabled to bring to market a sufficient amount of coal by canal in the open season to furnish its customers their requirements during the winter months.

The Bureau of Statistics report the exports of coal and coke from the United States for the first ten months of the year were 8,872,839 tons, an increase of 492,352 tons over the same period in 1905. The anthracite coal, which goes chiefly to Canada, amounted to 1,851,466 tons, a decrease of 77,302 tons from last year. Bituminous exports were 6,378,483 tons, an increase of 434,322 tons; the larger shipments were to Canada, 6,216,261 tons, an increase of 192,093 tons; Mexico, 936,837 tons, an increase of 193,948 tons; Cuba, 557,962 tons, an increase of 105,374 tons; other West Indies, 267,750 tons, an increase of 14,496 tons; other countries, 251,139 tons, a decrease of 148,891 tons. The coke amounted to 642,931 tons, an increase of 135,332 tons, going principally to Mexico. The

imports of coal and coke into the United States during the same period were: Bituminous, 1,468,154 tons, in which are included anthracite coal of 29,377 tons; Canada sent in 1,202,349 tons, an increase of 136,216 tons. The coke imports were 112,364 tons, an increase of 61,748 tons.

The first prosecution arising from a crusade against coal dealers in Philadelphia accused of giving short weight came up for trial before Magistrate Harris on Wednesday of last week. Samuel Margolis of 1316 Washington avenue, that city, was brought before the magistrate on complaint of the Philadelphia Coal Exchange. A fine of twenty-five dollars and costs was imposed for selling coal at short weight. The case of the Southwark Coal Company, 600 Washington avenue, was arranged on a similar charge, but was continued for several days. Leo MacFarland, counsel for the Coal Exchange, was the prosecutor. He has been collecting evidence for some weeks against offending dealers, and that it was the intention of the exchange to prosecute all dealers found selling short weight. About twenty-five arrests are to follow. The penalty is a fine of fifty dollars. James Ebbecke, a detective, testified that he had ordered a ton of coal from Margolis delivered to 2133 South Chadwick street on November twentieth and that it was weighed in the cellar immediately after being unloaded and amounted to only 2,063½ pounds. The same day a ton ordered by him from the same dealer was delivered to another address and found to be short 106½ pounds. The legal weight of a ton is 2,240 pounds. Public weighers testified they had done the weighing in each case. Margolis said in defense that he had detected his driver stealing coal and that he was the guilty person. In imposing the fine the magistrate said: "I'll let you off with \$25 and costs this time, but I warn you not to be guilty of selling short weight again." A. Liebowitz and M. Sussman, who were arrested as being the proprietors of the Southwark Coal Co. demanded that the prosecution prove their connection with that company and the case was continued for this purpose. Ebbecke and Dormer were the witnesses in their case and found that on one ton delivered there was a shortage of 415 pounds. On another ton, to a different address, the shortage was 363½ pounds.

In regard to the discussion of the child labor question at the recent meeting of the Civic Federation in this city, Mr. W. J. Richards, general manager of the Philadelphia and Reading Coal & Iron Co., has authorized the following statement. Child labor in the coal fields was a feature of this discussion.

"We have in Pennsylvania a mining law prohibiting the employment of boys under sixteen years of age in the mines and of boys under fourteen outside the mines.

"The operators took a prominent part in aiding the passage of that law and have not in any way connived at its being broken. From my knowledge of the people of our mining community I am positive that they have not permitted their sons who are under legal age to work in mines to any such extent as has been stated, or to any appreciable extent.

"The cupidity of the parents and of the operators has been grossly exaggerated. We have in Pennsylvania a compulsory education law enforced by a truant officer in every district, and this law is itself a bar to the abuses of child labor, of which the Child Labor Committee complains.

"Mr. Lovejoy, secretary of the National Child Labor Committee, claimed that 12,800 boys under fourteen years of age were at work in the mines and breakers. The official report of the Pennsylvania Department of Mines shows that only 8,124 boys between fourteen and sixteen years old are at work in and about the breakers. Of these, the report says, all but 760 are over the employment age. The ages of 760 were in doubt and the uncertainty regarding their age arose from the fact that seventy-five per cent of them were born in foreign countries. All of these boys had furnished to the employing operators certificates that they were of proper age."





OFFICE OF THE BLACK DIAMOND,  
PITTSBURG, PA., Dec. 27, 1906.

The year 1906 is nearing its close. It is a safe statement to make that for the past twelve months the eyes of the coal and coke users have been turned toward Pittsburg. Possibly no other city in the world is deserving of such synonomous thought in the coal industry as Pittsburg.

The general condition in the district this week is one of waiting. The year is nearly over, the producer of coal and the manufacturer of coke are engaged in figuring out the result of the varied deals of the past year. It is a safe guess to make that the balance with all of the coal and coke producing companies in the Pittsburg district will make an entry in no mean number of figures on December thirty-first on the right hand side of the ledger, that is, on the profit column.

In the closing week of the year the various concerns engaged in the production of fuels are busy, very busy, but, it is the men at the desk and not the men at the mine that are putting in the extra hours. In most cases the mines are closed down indefinitely until after January first.

The shipments by rail the past week of both coal and coke fell off to a more than normal amount. This, however, is only temporary, and the cause for it has already been suggested.

A brief summary of the twin industries, coal and coke, would be, in the words of a pioneer in both trades, as follows: "The year 1906 has been a banner year; to use a common expression with the 'boys,' it has been a dandy."

"And there you are," everybody, or nearly so, satisfied. As your correspondent writes this letter he sees before him a number of tangible reminders of the only concern of any magnitude in the coal and coke trade that succumbed to the force of circumstances during the year, and failed. There were others, of course, that did not make good; but they were very, very few, and over the door of nearly all of the friends engaged in the producing of coal and coke in the Pittsburg district it is our happy privilege to write the words, a Merry Christmas and a Happy New Year, and may the same prosperity attend you during the year 1907 that has been with you during the past year, 1906.

#### A Glance Ahead.

Present conditions in the coal and coke industry in the Pittsburg district are A No. 1. A glance toward the future is of much interest at this time.

Never in the history of both rail and river shippers has the outlook been as encouraging as it is at the present time. With a year of unusual prosperity just closing, and a coming year opening up with great promise, the coal man says, "I am ready for 1907; give me cars and I will supply the world with fuel."

At present in the Pittsburg district there are a number of projects on foot that point to a prosperous future. Both rail and river shippers are anticipating a larger and more world-wide trade than they have yet enjoyed, and plans toward caring for a much more abundant business have been made. The river coal shipper, not content with supplying the south with coal, has laid plans to send fuel to the islands of the sea, and it is probable that at no distant day coal will be loaded at Pittsburg billed to Havana and possibly to ports much farther away.

The railroads centering at Pittsburg, recognizing the great importance of the

enormous coal and coke tonnage that is sent out of the district, have all made requisitions for additional rolling stock, and it is interesting here to note that the major part of the cars ordered are for the exclusive use of the operators in coal and coke.

#### A Steady Market.

There is no change of any importance to note in prices from those prevailing one week ago. A safe résumé of the situation, however, is summed up in the statement that the market is holding its own with a weak tendency.

Run-of-mine coal is variously quoted, but a fair price is \$1.40@1.50 per ton f. o. b. the mine. Three-quarter-inch remains stationary at \$1.55@1.65 per ton f. o. b. the mine. Lump is steady at \$1.55@1.65 per ton f. o. b. the mine, and slack is unchanged at \$1.00@1.10 per ton f. o. b. the mine.

Coke continues stronger in the market than coal; the unusual demand for both grades of coke keeps up and is a remarkable feature of this industry.

Furnace coke is strong at \$3.35@3.45 per ton f. o. b. the ovens, and is scarce at these figures. Foundry grade is in good demand, and is selling freely at \$4.15@4.25 per ton f. o. b. the ovens.

The news prevailing from the Connellsville field warrant us in saying that coke will continue to hold its own in price and possibly a considerable advance will be made in the near future.

The annual meeting of a number of independent coke producers is scheduled for this week and it is a well-known fact that some of the more prominent ones will increase their capital stock, and vote on the matter of adding to their present output. Present operators are making efforts toward increasing their output and it is a well-known fact that coking coal is in great demand, and held at a high premium.

There is no change to note in the retail market for both coal and coke. Prices remain the same as quoted a few weeks ago; the demand is brisk and the supply is fully up to the requirements.

#### GENERAL AND PERSONAL NOTES.

The coal barons, their office forces and miners as well have been busy all the past week in spending their well earned black diamonds. Judging by the number of miners seen in the stores the inference is that they all have "money to burn."

Practically all the coal that will go out of the Pittsburg harbor for the next week or ten days has been shipped. Saturday last was pay day at all the mines and officials say few men will work regularly until after January first and consequently the output of the mines will be very small.

Fire at an early hour Wednesday morning destroyed the double tipple and washer house of the Jamison Coal & Coke Co. at its No. 1 plant at Luxor, Pa., near Greensburg. Heroic work by the miners saved the power plant and its valuable machinery. The cause of the fire is unknown. The loss is estimated at \$25,000. Four hundred men will be idle until temporary tipples can be erected.

Something new and novel in the vaudeville line is offered for holiday week at the Grand theater. A short skit called the "Coal Strike" is one of the

turns portrayed by Mr. and Mrs. Mark Murphy. This is certainly a very inopportune time to make a play for sympathetic applause or approbation by an actor. There are no coal strikes on at present in this section, and the probabilities of any are the most remote from the minds of both producer and men.

About 2,000 acres of coal in Luzerne and Redstone townships, Fayette county, has been reported sold by J. V. Thompson, I. W. Semans, John E. Hess, C. S. Harrah, Miss Anna M. Cunningham and C. J. McCormick for a price approximating \$3,000,000, but the names of the purchasers have not been given out. Thompson and his associates purchased the coal several years ago at prices ranging from \$500 to \$1,200 an acre.

Mrs. Jennie Love Fawcett, wife of James T. Fawcett, owner of the Cheat Haven Coal & Coke Co., died on Tuesday evening, December eighteenth, at her residence at Cheat Haven after a short illness. Heart failure was the cause of her death. Mrs. Fawcett was a daughter of Charles Hanson and Elizabeth Love, who were old and prominent pioneers in the city. Her husband is prominently identified in the coal trade in this section.

The river mines are nearly all shut down, but the harbor boats are busy. The steamers with empty tows are getting back to port daily, and large numbers of empties are being sent to the upper pools. The river coal men are a strenuous folk and they are making every effort to get all the coal possible shipped southward before the rivers freeze up; there is a bare possibility that there will be something doing in the freezing line, and the new weather man at Pittsburg says that there may be an old-fashioned winter at Pittsburg.

Benjamin Thaw, Alexander Thaw and Thomas Chalmers Dorsie, trustees of the "coke trust" under the will of the late William Thaw, of Pittsburg, had papers filed in court at Uniontown, Pa., during the week for the transfer of the coal underlying more than one hundred properties in and adjacent to Uniontown to the Oliver & Snyder Steel Co. The latter company owns one of the largest works in this region and have for years been mining the coal on the Thaw estate on a royalty, the only way under the terms of the will that it can be mined.

Liens aggregating \$54,153.33 for state taxes on capital stock and corporate loans were entered in Washington county this week against C. Jutte & Co. by Attorneys Scandredth and Barnett, of Pittsburg, on behalf of Auditor General W. P. Snyder. The taxes are said to have been unpaid for more than four years. The Jutte company is the second largest concern operating in the Washington county coal fields and owns thousands of acres of coal lands along the Monongahela river. State taxes are said to have remained unpaid owing to pending court litigation.

"Nothing doing in the shipping line." This is the report of the major part of the coal and coke people. The coal and coke producers are a very liberal lot of men in many ways. Especially is this the case at the holidays. In addition to liberal treatment as regards presents, salary, etc., it is noticed that in many of the coal and coke offices there is a much smaller force at work than usual. "Gone home for Christmas" is the explanation and this going home takes some time, as many of the office force live a very great distance away, and it takes a long time to go and return.

The new towboat A. R. Budd, built by J. M. Hammitt at Marietta, Ohio, has arrived at the Pittsburg harbor. The new boat is owned by the A. R. Budd Coal Co., and is the second that firm has added to its fleet this year. The boat is 145 feet long, twenty-seven feet wide, with sixteen and one-half inch cylinders and a six-foot stroke. She is of pool boat size and shortly after

arriving started to work by taking a tow of empties into the upper pools. It was the intention of the company to test the boat by starting her south with a cargo, but low water prevented. Capt. Harry McGuire is in command.

W. M. Prall of the Pittsburg Car Service Association estimates the total tonnage of the Pittsburg district for the year 1906 to be the enormous amount of 120,000,000 tons, itemized as follows: coal tonnage, 46,000,000 tons; coke, 20,000,000 tons; Lewistown, 6,000,000 tons; finished steel products, between 5,000,000 and 6,000,000 tons; in addition to the above there is added the shipments of glass, clay products, cement, lumber, hay, grain, etc. In round numbers the rail shipments will amount to about 112,000,000 tons, and the river shipments will run up to about 8,000,000 tons. This enormous volume of shipments far exceeds the tonnage of any previous years, and marks the Pittsburg district as being the greatest producer of freight in any section of the country, and possibly in the world.

The Pittsburg-Buffalo Co. has retired and cancelled \$1,400,000 of its five per cent bonds, leaving \$1,300,000 still outstanding. The mortgage covers from \$8,000,000 to \$10,000,000 of assets, including twenty thousand acres of coal and surface lands two hundred steel cars, equipment of mines, sewer pipe plants, brick works, etc., 540 dwellings, coke ovens and other property. The company recently sold four thousand acres of coal lands to the Jones & Laughlin Steel Co. and used part of the proceeds in retiring the bonds. The Pittsburg-Buffalo company is now recognized as one of the large and staunch concerns in the Pittsburg district. They are pushers, have been unusually successful and have the reputation of doing large things, and of being thoroughly safe financiers.

The Coal Mining Institute of America opened its winter meeting in Court room No. 3, at Pittsburg, on Tuesday last. The meetings of the society will continue over three days. A committee of three has had the revision of the bituminous mine laws of Pennsylvania under consideration for some time and will make a report on the result of their deliberations during the meeting. Only routine business was transacted at Tuesday's sessions. The old officers were all re-elected. The treasurer's report showed the finances of the institute to be in good shape. A committee was appointed to draw up a new constitution and by-laws and to take steps looking toward the incorporation of the institute. At the sessions of the institute held on Wednesday a number of papers were read on topics pertinent to the trade.

Something new in coal mining will be started in the near future at Pittsburg. The city poor farm covers about 250 acres of grounds, every foot of which is underlaid with coal. The coal under the farm lies at an average depth of eighty feet, but at some points comes very near the surface, so that the opening of a mine will be a simple matter. The mine project will be a great saving to the city in the matter of fuel. At present it costs the city over twenty-two thousand dollars per year for gas at the poor farm. This amount will be saved and it is possible that the authorities may arrange to supply the immediate neighborhood with coal as well. During the fifteen years that the city has owned this plot of ground its value has largely increased. It cost two hundred and fifty dollars an acre, of a total of \$83,750, and is worth now at a conservative estimate seven hundred dollars an acre, or \$228,500.

Twelve big barges loaded with coal and topped off with weatherproof covering will start from Dravosburg, above Pittsburg, in a few days for Havana, Cuba, the belief being that they can be trailed through the ocean almost as well as through the Ohio and Mississippi rivers. This enterprise will be undertaken by the Monongahela River Consolidated Coal & Coke Co. It has



and the barges, 42x200 feet in size and eight feet deep, specially constructed by the American Bridge Company. The barges will contain one hundred thousand bushels of coal. The waterproof coverings are to keep the sea waves from washing into them. This is the first time such a shipment has been attempted, although the Havana Coal Co. has made several efforts to have barges built for the trip. Should the trip be successful a large order will be placed with the bridge company for more barges, and a regular schedule of ocean trips to Havana may be arranged.

Practically every railroad in Pittsburgh will place contracts within the next month for additional freight car equipment, the total cost of which is estimated at several millions of dollars. The Pennsylvania railroad has taken the lead in this matter, having invited bids for 5,000 new box cars. It is reported that the Pennsylvania lines west, the Baltimore & Ohio, the Wash and the Pittsburgh & Lake Erie would also ask for bids on new equipment within the next few weeks. The Buffalo, Rochester & Pittsburgh appropriated \$1,000,000 for freight car equipment about six weeks ago, and it is understood a much larger sum will be necessary to purchase the new equipment required to handle the increased traffic. An interesting feature in connection with these contracts for new cars is that no wooden cars will be ordered. This means that the majority at least of the cars to be built

will be used in the carrying of coal and coke.

Judge James S. Young, sitting in Common Pleas Court No. 3, on December twenty-third, took up the hearing in the appeal of the Allegheny Coal Co., from the decision of the Commission of Mine Inspectors, in which the company ask leave to install open lights and electric apparatus in the Harwick mine. This case was up for hearing some weeks ago and after a partial hearing was continued until a later date. Two inspectors were on the stand to describe the conditions prevailing in the Harwick mine. They were Isaac G. Roby and Chauncey B. Ross, and both testified to the presence of gas in the Harwick mine, but Ross said that a number of gaseous mines in his district have open lights and electric machinery. The Allegheny Coal Co., owners of the now famous Harwick mine, have been endeavoring to get the right to operate their mines along the latest and most modern methods, and they claim that they have been deterred by the actions of the state authorities.

### Where China Leads.

In the possession of coal deposits no country in the world, a German trade authority declares, can equal China. In all North America the coal deposits are estimated to be 681,000,000,000 tons, but in one province of China the deposits are said to be almost double those

figures. While China is supposed to have inexhaustible supplies of coal, the deposits in all of Asia are described as so vast that even an approximation is not possible. The deposits of North America are greater than those of Germany, Great Britain, France, Austria, Russia and Belgium combined, and nearly equal to the total for all Europe. According to the figures submitted, Germany has enough coal to last two thousand years at the present rate of consumption, but Great Britain will be exhausted in the relatively short period of four hundred years. In Siberia, Russia has vast deposits of unestimated extent, but from present indications she will have no difficulty in keeping things warm for a long time without drawing on these resources.

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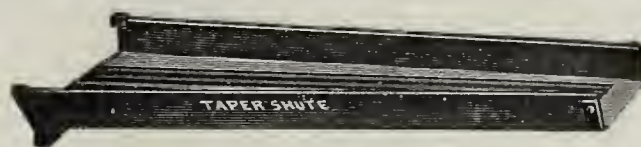
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# THE HOCKING VALLEY TRADE

OFFICE OF THE BLACK DIAMOND,  
COLUMBUS, OHIO, Dec. 27.

Nearly all coal men claim that the prevailing cold wave, though not extremely severe in character, is having a buoyant influence on the market. Its arrival is conceded to have been timely, as it would have been difficult to maintain prices much longer in face of the warm weather that has existed throughout the greater part of December.

A bearish feeling among dealers, who are not accustomed to \$2.00 coal, was offset early in the season by an almost certainty of hardship in having their orders cared for, owing to the car shortage and the reasonable expectation of a seasonable winter. While the former has been remedied only fitfully, lack of snow and cold had begun to create a weakening of faith in prices being able to stay at their present high mark.

## Dependence on Local Business.

The Hocking market has felt no thrill from reported coal famines in distant localities, though some such sensation was anticipated as being liable to come through the medium of Chicago jobbers. Trade from the latter quarter has been disappointing. Instead of the looked-for premium prices, reports are received from the Windy City of demurrage coal and a generally spiritless state of affairs, so far as demands upon this market are concerned.

Some continued snappy winter weather within the territory reached by the Columbus traveling salesmen is what the local trade is most concerned about. Sufficient inroads have been made upon the early stocks of dealers to again create a very active demand if a few cold waves should come treading upon each other's heels.

The market for steam coals is steady. Run-of-mine is quoted on circular at \$1.65 and nut, pea and slack at \$1.10, the prices ranging down from these figures for extra grades to \$3.25 and 90c respectively.

## Transportation Conditions About the Same.

If there has been any change in the car supply within the past week for the Hocking Valley it is in the way of a slight improvement. Most West Virginia operators represented in Columbus report a reverse condition. This is attributed to a very active demand, with better prices, in the east, which attracts tonnage in that direction. For the Hocking the per cent ranges between forty and fifty per cent, while for some West Virginia points it is as low as fifteen per cent.

## The Hocking Car Distribution Controversy.

Local operators are still worked up over the recently announced policy of the Hocking Valley railroad not to count cars used for railroad fuel in the regular apportionment. The road in question has issued a circular offering to divide its contract with all the mines of the district.

In reply to the charge that it is playing into the hands of a favored company by its proposed change of rules, the railroad states that there is a tendency on the part of certain operators not to supply railroad coal, because of the shortage of cars, and by taking cars for this class of tonnage out of the quota it will make it easy for all to participate in such business.

In the circular letter referred to C. B. Duffy, the purchasing agent, asks that all operators to commit themselves on their willingness, or otherwise, to enter into contract for 1907, the coal to be

furnished in accordance with the railroad company's requisition from time to time, such requisitions to be given preference over all commercial or other coal business, the cars furnished for the company's fuel not to be counted against the mine furnishing same in the general distribution of coal cars.

The company specifies that it will pay for all such coal of standard quality the following prices: Run-of-mine, \$1.00 for ton of two thousand pounds; three-quarter-inch, \$1.10; lump, \$1.20. All coal is to be subject to the usual inspection.

Whatever may be the outcome of the matter, there is at present a considerable line-up of opposition, and it looks as though the courts will be given an opportunity to settle it. Operators who do a large railroad contract business claim that an injustice is worked by the present rules, as a limited portion of their product is allowed to reach the general market, with its larger profits.

A secondary question is involved in the controversy, that as to whether the Hocking Valley has a right to furnish cars to the operators on the K. & M. line. While the two roads are owned by the same interests they are for the present at least being conducted as independent lines, this arrangement to continue until the legality of the pending merger has been passed upon. The T. & O. C., another arm of the same system, will probably also be called upon to show its right to furnish cars to the K. & M.

## Private Car Privilege Knocked Out.

What is claimed by coal men to be one of the most important decisions in years was handed down on Saturday last by the State Railway Commission. It sustains the petition of the Haring-Wilson Coal Co. and the South Massillon Coal Co. against the Wheeling & Lake Erie Railroad Co., relative to the right of the latter to withhold private cars owned by coal companies from sharing in the general distribution of cars.

The case is very complicated in its various connections and the finding of the commission goes into a mass of detail, but the gist of the matter is that no coal company owning, or claiming to own, individual cars, will have any advantage from such fact in the way of receiving its regular quota and in addition exclusive use of cars bearing its name.

The decision is regarded as a victory by the ordinary operator, one which will check the tendency toward special privileges in favor of the big corporations and is expected to have far-reaching results on the whole question of car distribution. It is looked upon as a precedent which will affect future legislation. There is a probability that the case may be carried to the supreme court by the railroad companies.

It is reported that Columbus is to have a new coal road next year by the extension of a line known as the Columbus & Southern which now runs from Wyandotte to South Bloomville, Ohio, into this city. The southern terminus will also be advanced south to the Ohio river, intersecting some of the best undeveloped coal territory in the state. The road has recently passed into the hands of eastern capitalists, with E. B. Bingham, of Toledo, Ohio, as one of the active representatives.

## PERSONAL AND GENERAL NOTES.

Articles of incorporation of the Gloucester Coal Mining Co., of Cleveland, have been filed by H. E. Loomis, Maude Edna

Smith, J. Will smith, B. L. Barger and E. A. Upstill. The capital stock is \$30,000. The concern will take over the Sedalia mine, in the Hocking Valley, which has been in the hands of a receiver for several months past.

Several Columbus coal men were at Pittsburg last week attending the winter session of the Coal Mining Institute of America.

A party of several coal men of Pomeroy, Ohio, who operate small wagon mines, were before the State Railway Commission last week, in company with their attorney asking relief for the failure of the railroads to furnish them equipment. Columbus jobbers are interested in the matter, as much of this coal, which is of good quality, is sold through local concerns, some of which maintain buyers at the mines.

The Columbus municipal lighting plant was compelled to suspend operations for several hours one night last week through lack of coal. Several accidents on the street, directly attributable to the prevailing darkness, occurred during the period that the plant was disabled, one man being killed by a street car colliding with a buggy in which he was riding. The company has depended on replenishing its needs direct from the cars, instead of keeping coal in storage. An order has been issued requiring that the latter plan be followed.

The Black Diamond Coal & Mining Co., which has maintained offices in the Wyandotte building, although its mines have been idle for a considerable period, has been purchased by a committee of eastern men who represent the bondholders. Its mines are located in Athens county and constitute a valuable property. Owing to the refusal of the Pennsylvania railroad to give it switching facilities and furnish it with cars, it was compelled to go into the hands of a receiver. A new line, known as the Ramsey road, which is being built from the lakes to the river, will give the mines a needed outlet. The company will be reorganized, and it is believed that it can be converted into a good paying investment. The stock is largely held by Columbus capitalists.

## Falls 400 Feet.

Joseph Schroeder fell four hundred feet into the air shaft of an abandoned coal working. A companion, William Kalbach, went for help, but it was many hours before Schroeder could be brought to the surface. Schroeder was found to be little the worse for his tumble.

## Car Shortage?

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